RAILROAD

JANUARY, 1969 MAGAZINE FIFTY CENTS

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MOHAWK VALLEY SHORTLINE: THE FONDA, JOHNSTOWN & GLOVERSVILLE by Roger Arcara

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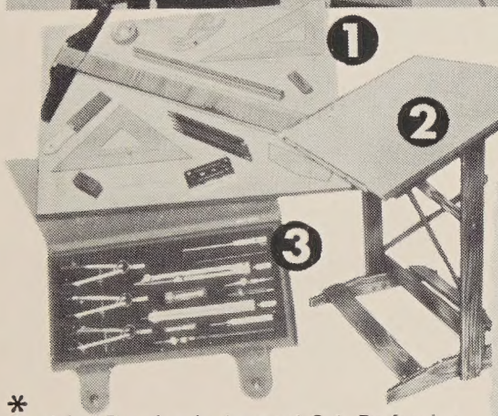

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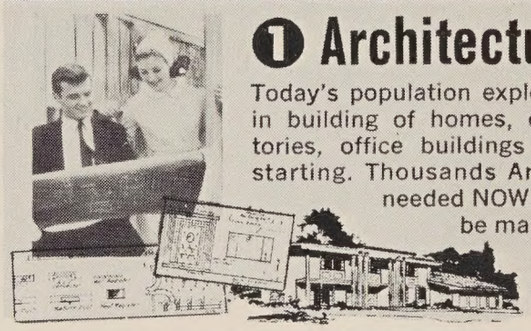
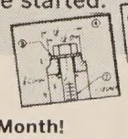


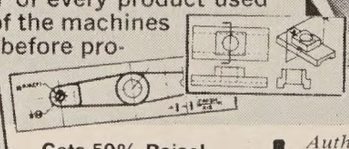
❶ Architectural Drafting

Today's population explosion guarantees boom in building of homes, churches, schools, factories, office buildings & warehouses is just starting. Thousands Architectural Draftsmen needed NOW because drawings must be made of every part of every building before ground can be broken.

❷ Mechanical Drafting

Skyrocketing U.S. mass production requires millions of drawings & thousands of Mechanical Draftsmen all along the way. Drawings must be made of every PART of every product used in the U.S. (as well as of the machines that make these parts) before production can be started.





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- **get up to 5 more miles per gallon of gas**
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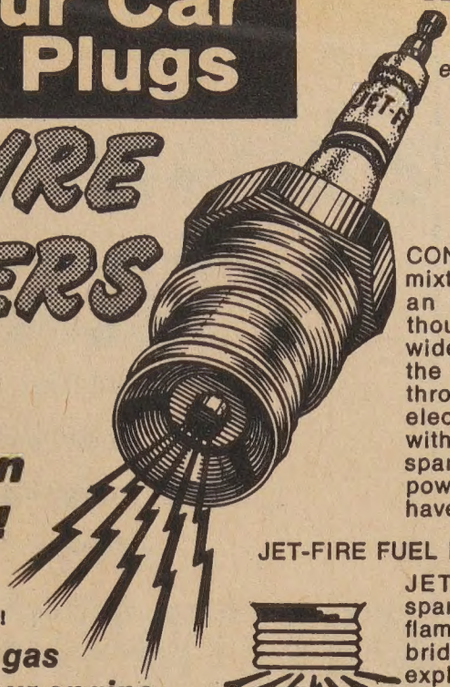
- **save $100 each year for you, year after year while you use the cheapest grades of gasoline!**



THE IMPORTANT DIFFERENCES BETWEEN ORDINARY SPARK PLUGS AND JET-FIRE FUEL IGNITERS

Your car's power comes from tiny explosions of gasoline vapor and air in your cylinders. The bigger the explosions, the faster you go.

SPARK PLUGS *NARROW SPARK*

CONVENTIONAL PLUGS explode this mixture with a spark jumping across an air gap. The spark is just 35-thousandths of an inch across — not wide enough to explode all the fuel in the cylinder. Unburned gas escapes through your exhaust. In time, the electrodes become eroded and caked with carbon. The gap widens, the spark gets narrower, you lose more power, waste more fuel... and finally have to replace your plugs.

JET-FIRE FUEL IGNITER *WIDE SWATH OF FLAME*

JET-FIRE FUEL IGNITERS use no sparks. Instead a fanning swath of flame walks across a semi-conductor bridge from one electrode to another, exploding far more fuel, getting far more power. There is no gap that can widen, and carbon deposits actually improve performance. They do not have to be adjusted or replaced—*ever!*

Spark plugs are obsolete! Now there's a far better way to run your car.

With conventional spark plugs, only a fraction of the fuel that enters your cylinders is turned into power. The rest escapes through your tailpipe as unburned vapor. That is because their spark is so narrow—only 35-thousandths of an inch wide—that it cannot possibly ignite all the fuel mixture in the cylinder. As plugs get older, their sparks get narrower and less efficient till they have to be replaced.

New Jet-Fire Fuel Igniters do a far better job of turning gasoline into power. Instead of a narrow spark, they send out a wide swath of flame that "walks" across a semi-conductor tip, fanning out in all directions and exploding far more fuel in the cylinder.

Proof That You Get Up To 30 Horsepower More

Jet-Fire Fuel Igniters look like spark plugs merely because they have to be screwed into the spark plug socket. But what they do is far different. Here's how to prove it:

1. **Run your car till it's fully warmed up.**
2. **Stop on a perfectly level stretch of road.**
3. **Put the car in Drive (1st gear with manual transmission), and see how fast the car rolls at idling speed.**
4. **Remove plugs and install Jet-Fire Fuel Igniters (a 10-minute job).**
5. **Now see how fast your car rolls at idling speed. You can expect it to go 4 TO 6 MILES PER HOUR FASTER without touching the gas pedal—dramatic proof that Jet-Fire Fuel Igniters increase engine RPMs by 100 to 150 with no increase in gas consumption. (At high speeds, RPMs increase by 300 to 350.)**

So, first thing, you can reduce the gas flow by adjusting the idling screw, and **start saving money before you've even driven a mile!**

(At the same time, you can make your air-to-gas mixture leaner. Fuel Igniters require only a 15:1 ratio instead of the conventional 9:1. It's a simple adjustment that you or your mechanic can make in one minute. It provides even greater economy.)

Start driving and you'll notice even more improvement—up to 30 more horsepower of acceleration power, climbing power, and passing power. All this while burning less gas!

SWITCH TO REGULAR

The next time your gas gauge gets near the "Empty" mark, tell the attendant to fill it up with REGULAR! Chances are you'll no longer need premium which costs four to eight cents more than regular gas.

And this second saving is only the beginning. Jet-Fire Fuel Igniters provide easier cold-weather starts... and that means less drain on your battery, and no drain on your patience as you try to get started.

NO REPLACING OR ADJUSTING EVER

The more you drive, the better your Fuel Igniters perform. They don't become eroded, wear out or require adjusting. And carbon build-up—the natural enemy of old fashioned plugs—actually makes fuel igniters perform better. Carbon becomes an additional carrier for the igniter's big jet flame.

So there you have a third saving. One set of fuel igniters will last the life of your car!

Invented To Save Air Force Lives— Now They Can Save You Money

Jet-Fire Fuel Igniters were first developed to save airmen's lives. During World War II, there were times when more men were killed by spark plug malfunction than by enemy action. A failure-proof replacement was needed, and Fuel Igniters did the job. Both the Navy and Air Force have approved them for jet engine use.

Now at last they have been modified for automobile use. They won't save your life, but they can save you big money—up to $100 a year with ordinary driving.

Some day, all cars may come equipped with Fuel Igniters like these. But why wait when you can install a set yourself now. Just mail the coupon with the make and model of your car, and we'll rush you a set with full instructions. **Just $12.80 per set of 8 ppd., $9.60 per set of 6 ppd.**

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- *$40 on your better mileage.*
- *$10 by not replacing plugs.*

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 84, No. 3 JANUARY, 1969 50 CENTS

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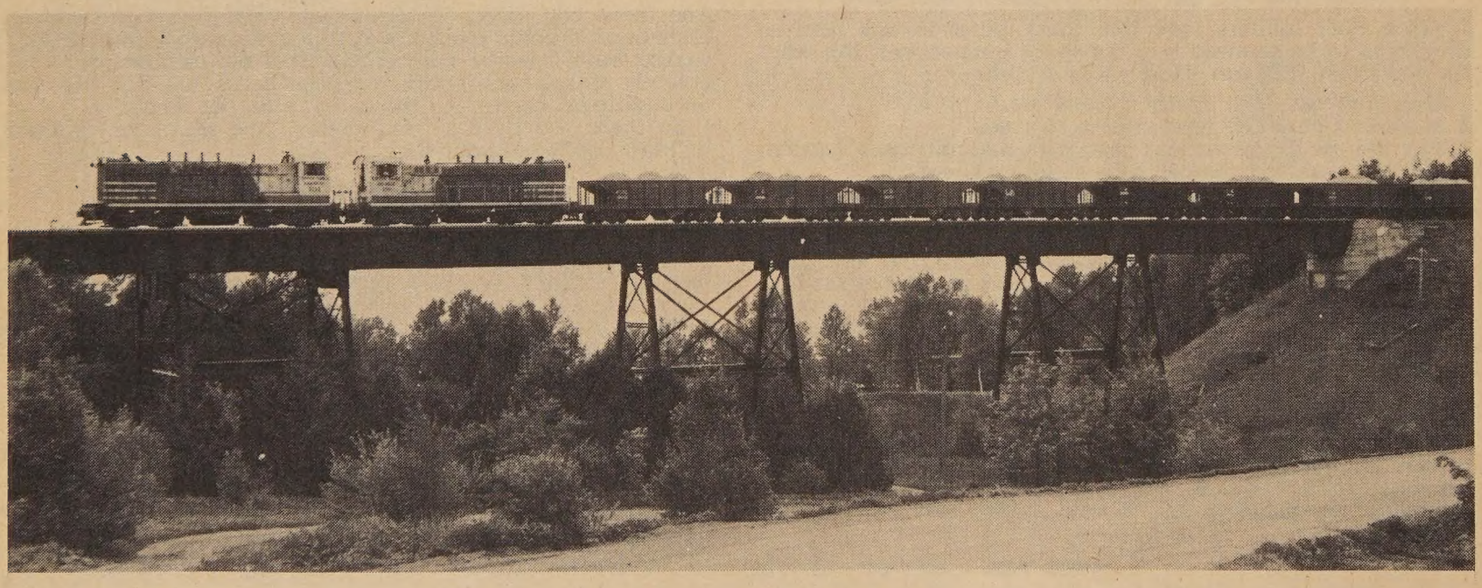
Baldwin-built 100-101 of the Copper Range RR. were taking copper ore across Edgemere trestle in Michigan to stamp mill at Freda in 1967 when photo was made by Clinton Jones, Jr., president of Keweenaw Central Ry., who is also an extra brakeman on CR.



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101

THE MAIL CAR

where editors and readers meet

OUR front cover proves that Ron Ziel, railroad author and photographer, is also an artist. He painted this wintry view of Long Island Camelback No. 18 (Baldwin, 1903) pulling the *Hamptons Express* across the snow-covered Shinnecock Hills a few miles west of Southampton half a century ago. That train always had at least one parlor car ahead of its "combine." The engine went to the scrap pile before 1930. Ron was No. 42 of our *Interesting Railfans*, is now working on a book about military railroads. His latest book is *Steam in the Sixties*, on which George Foster collaborated. Address: Box 433, Montauk Highway, Bridgehampton, N.Y. 11932. ●

GIL LATHROP'S "Sandhouse Parties" (Nov. '68) and his other fact-stories, mostly about the D&RGW, have a special appeal for John H. Keller, president of Lodge 200, Brotherhood of Railroad Trainmen, 721 Woodward Ave., Lima, Ohio, who is personally acquainted with the author and his family. "My interest in Colorado narrow-gages was first kindled long ago by a Lathrop article you published," Keller writes. "As a result, my wife and I visited that state several times. Today, those rail trips to Alamosa and over Tennessee Pass seem like dreams. The museum of Allen County Historical Society, of which I am a trustee, has a complete file of *Railroad* since 1929. Your magazine carries the 'feel' of railroading. After 27 years with the Nickel Plate and Norfolk & Western I can tesify to this." ●

BRIEFLY SPEAKING. Don't tell anybody, but C&O-B&O have been advertising their Lake Michigan trainferries in the Chicago edition of *Playboy*, a man's magazine which for years has been featuring feminine nudity and near-nudity. Why? Because those trainferries also carry passengers and, in some cases, their automobiles also. The idea is to sell lake cruises to the pleasure-loving types who read *Playboy*.

"What became of the practise of substituting air-chime whistles, which were designed to sound like melodious old steam whistles, for raucous horns on diesel locos?" asks Kenneth Ondracek, Elkhorn Trailer Court, Elkhorn, Nebr.

Chicago & North Western has given its station and office building in Oelwein, Iowa, to that city for use as a new city hall, a tornado having badly damaged the present city hall.

While U.S. passenger trains are slowly becoming a thing of the past, the National Railways of Mexico are upgrading their service, not only to handle domestic traffic but also to attract tourists.

Success of its "Operation 65," a program of reduced fares to people 65 or over, has prompted the German Federal Railroad to offer special rates to he-and-she couples who travel at least 60 miles. One of the riders has to pay only half the regular round-trip fare but never more than $12.50.

At a special ceremony in Island Pond, Vt., last August 25th, dignitaries from the state, Canadian National Railways, and Vermont Historical Society joined with local civic leaders in dedicating a historic marker for North America's first international railway. The marker honors particularly Fred Minard, 93, a retired Grand Trunk engineer. It reads: "Island Pond . . . Pioneer railroad planner John Alfred Poor's dream of an international railway connecting Montreal, Canada, with the ice-free harbor of Portland, Maine, became a reality on July 18, 1853, when the first through trains met at this great halfway place on the Grand Trunk Railway."

The 20.8-mile Strouds Creek & Muddlety Railroad is threatening to evict the 5,743-mile Baltimore & Ohio unless B&O pays more for leasing tracks of the tiny West Virginia line. The SC&M serves about 10 coal mines but runs no trains—and the only ones that travel over its tracks are two B&O freights a day.

Passenger-minded Northern Pacific has just issued a novel, attractive timetable which shows the various listings in different-colored blocks for quick visibility. The traveling public needs more of this kind of thoughtful service.

The 13-day switchmen's strike against the Belt Railway of Chicago cost that city about $66 million in lost factory production, according to the Chicago Association of Commerce.

"Long ago, the Boston & Maine used green and white flags as signals to stop at flag stops," writes Jim Crimmins, Exeter, N.H. "Double-staffed, they were inserted in holders placed on posts or buildings in advance of train time. Some trains zoomed by without stopping, as the flags were not for them."

Under a recent agreement between the U.S. Interior Department, Penn Central, and C&O-B&O, the Washington Union Station will be sold for $1 to National Parks Foundation. This station belongs to Washington Union Terminal Co., which in turn is owned jointly by the aforesaid railroads. Plans call for transforming it into a visitors' center, with an adjacent 4,000-car parking garage and a new rail passenger terminal to be built under the garage.

Japanese National Railway workers went on a twelve-hour strike at strategic points throughout the country after refusing to accept a management plan to have one motorman aboard each train instead of two. ●

HAWAII'S 78-year-old Waipahau depot (pictured in our Oct. issue) has been razed, laments Nick Carter, 202 Wist Hall, University of Hawaii, Honolulu 96822, and a new auto body shop will occupy its site. That landmark was to have been restored as the eastern terminal of the proposed Oahu Railway Park, but a private developer quietly bought the property and tore down the structure before the state could act to save it. Loss of the venerable station will modify but not halt the rail project, Nick says, for the Legislature has already voted $10,000 for a feasibility study of it.

Meanwhile, a handful of railfans, photographers, and Navy officers recently had a rare treat: they rode a Hawaiian train! When a string of empty boxcars had to be moved from an ammunition depot to Pearl Harbor, the commanding officer of the depot, which includes rail operations over the narrow-gage tracks of the former Oahu Railway & Land Co., invited the guests aboard. A bright yellow 65-ton Whitcomb diesel pulled the train. From their gondola-coach—complete with red carpet, padded benches, iced tea, and cookies—passengers viewed fine beaches, an attraction of the proposed railway park. But right now, operations over the line are so rare that the train often had to stop to let the crew move automobiles and debris off the rails; the 18-mile trip took two hours (See photograph on page 15.) ●

COWCATCHER. "Early one morning long ago we left Monroe, Va., headed for Spencer," recalls T. R. Burdette, Sr., retired Southern Railway engineer. "Running very slow, we passed a big dairy farm where two little Negro boys were watching cows graze on both sides of the track. Just as we got even with the herd, one lad pointed excitedly at the front end of our engine. Puzzled, I asked my fireman to check. He walked out on the running board and saw, high on the pilot, a black and

How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But wouldn't I have to go back to school to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet.

MAIL COUPON FOR FREE BOOKLET

To receive a free copy of the 32-page booklet, HOW TO GAIN A COMMAND OF GOOD ENGLISH, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 426, , 555 E. Lange St., Mundelein, Illinois 60060.*

DON BOLANDER, Career Institute, Dept. 426, 555 E. Lange St., Mundelein, Illinois 60060.

Please mail me a free copy of your 32-page booklet.

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Director, Institute of Applied Science

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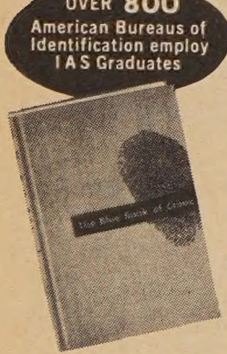

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Without obligation, rush me the Blue Book of Crime and list identification bureaus employing your students or graduates. Include all information on IAS training and easy terms offer. (No salesman will call.)

Name_____ Age_____

Address_____

City_____ State_____ ZIP_____

white spotted cow squatting on her hind legs, with her front legs touching the ground and trotting along dog-fashion in front of the engine! Well, I slowed down almost to a stop; the cow jumped off and calmly went back to grazing." ●

COMPLAINT DEPARTMENT. "Bitter disappointment" was encountered by railfan P. J. Lane of Oxford, Surrey, England, during a three-weeks tour of the U.S. On that tour, the use of a widely-publicized rail-travel discount card saved him only 50 cents, he says, and he was rebuffed by American railroad men whom he asked for information on signaling, motive power, etc. "Even photography on station platforms was refused," Lane writes in *Railway Magazine* (British), "no matter what credentials I produced. All I got were a few views from bridges and other vantage points. Confronted by all this, it appeared cheaper to get around by Greyhound bus, and I received every courtesy from them. The whole attitude of U.S. railroad companies and discount-card organizations, with their typically Yankee advertising (vagueness, omissions, and cunning wording made up so as to sound 'stoopendous'), is an insult to the British railfan hobby."

"Before World War II," writes Frank Hogan of New York, "the *Merchants Limited* on the New York-Boston run was a 'guaranteed arrival' train. If it didn't make its schedule, 3 hours and 30 or 40 minutes, the passengers were paid the difference between the regular-price train and the *Merchants*. Oh, the New Haven was a far-sighted road, even ahead of the airlines in pricing gimmicks. But the war reduced the *Merchants* to almost just another train. The airlines did the rest. Or did the New Haven?" ●

CABOOSE riders in bygone days had to be good cooks, recalls "Frog" Smith, Box 3293, North Fort Myers, Fla. 33903, a retired boomer who has written considerable rail lore for our magazine and who contributed the fact-story of a marriage in a Georgia Northern crummy to Bill Knapke's book, *The Railroad Caboose.*

"That book," he says, "recounts some of the problems of men who moved freight in the steam age—honest trainmen who wondered what their young, restless wives were doing while they themselves were far from home and how the footloose, fancy-free boomers reacted to new female faces and shapes. Also, the author explains in detail about flags, torpedoes, fusees and other warning devices unknown to the public. Passengers sleeping comfortably in warm Pullman cars sometimes owe their lives to a red or yellow fusee stuck in a snow-covered crosstie by a shivering flagman, a conscientious worker whose duty it is to keep a speeding locomotive from crashing into his own little train and wrecking his home away from home.

"One time here in Florida, when the smell of things in general got the best of the men picking up a bad wreck in pouring rain, the wrecking boss sent two men into the swamp to buy whiskey from a moonshiner. The superintendent was furious, but the men started to walk out of the dismal swamp. When the 'shine' began arriving in one-gallon glass jugs, the brass collar sneaked off to the little red caboose and hid, wondering how he would square himself with the office next day. "By the time the cars were back on the wet rail, half a dozen empty jugs ringed the fire of old crossties and a chorus of two dozen voices was singing *Sweet Adeline.* The superintendent felt better when the company paid for the moonshine without question." ●

PERSONALITIES. The Grand Trunk paid J. M. Kellner 11 cents an hour in 1899 when he hired out as an engine wiper in the Battle Creek, Mich., roundhouse. Later, by claiming to be 21 when he was only 19, he went firing. Promoted to engineer in 1907, he retired in 1948, and lives in Saginaw, Michigan.

"Your fiction classics are one of the reasons why I enjoy *Railroad* so much," says Jack Emerick, Penn Central coal and ore traffic coordinator, 182 Manor Parkway, Lincroft, N.J. 07738, "but you seem to run foreign railroad articles too often. Keep up Bert Pennypacker's steam features."

Rock Island's 600-acre, electronic, freight-classification yard at Silvis, Illinois, has been named Kelly Yard in honor of G. W. Kelly, senior vice president-operations, who has just retired after 52 years' service during which he eliminated many obsolete practices and introduced new methods of train and yard operation.

Francis H. Stites, who invented a new method for automatic identification of rolling freight cars, has been awarded a medal by Franklin Institute, Philadelphia. Known as "KarTrak," this system is said to provide instant and error-free car reporting on North American railroads. It employs vertical scanners, decoders, and labels reflecting light 200 times brighter than any known paint.

Gene Autry was a kid of 8 strumming a guitar in the barbershop at Tioga, Texas, when Bob Denton (Box 5122, Midland, Texas 79701) worked

STOP SMOKING FOREVER

Over and over again we hear that tobacco is the cause of 98% of all lung cancer cases. Recent studies show that one out of every four smokers is a potential victim of this dread disease. Yes, tobacco is the most deadly poison developed by our civilization. Aside from lung cancer, cigarettes are the cause of other extremely serious diseases.

There is one chance in 4 that a heavy smoker may be stricken one day by lung cancer.

Tobacco smoke is composed of 84 substances, 5 of which are carcinogenic (cancer causing) and 30 are toxic (poisonous). Every time you draw on a cigarette, cigar or pipe, you are exposed to at least 44 different chemicals and poisons, 23 among the most deadly are: lutidin, rubidin, carbolic acid, formaldehyde, methalymine, acreilin, collidine, viridin, arsenic, formic acid, nicotine, hydrogene, sulphide, pyrrol, furfuroi, benzpyrene, methyl alcohol, prussic acid, corodin, ammonia, methane, carbon monoxide, pyridin. Quite a lungful of deadly poison for just one puff of smoke!

In a recent survey conducted by a leading American Doctor the incidence of coronary diseases (infarction, angina pectorus, etc.) has been found to be 68% higher in smokers than in non-smokers.

So, if you want to stay healthy, you've got to stop smoking. But, be careful! Don't stop smoking all at once. That could be dangerous.

Now, where's this advice coming from? Some cigarette or pipe tobacco advertiser trying to make the best of a bad situation? Of course not!

This is the advice of the Anti-Tobacco Center of America, an organization designed especially to help you rid yourself of your addiction to tobacco.

OBESITY LURKS JUST AROUND THE CORNER

Well, our experience has shown that a "confirmed" or "heavy" smoker should not stop smoking all at once, as this will seriously endanger his health and well being.

For years your body has been accustomed to its regular daily intake of toxic substances such as nicotine, tars, etc., and by now it is adjusted to that situation. Cutting tobacco out overnight will result in a shock to your physiological system accompanied nearly always by psychic disturbances. Which results in an imbalance of the sympatheic nervous system.

The digestive system becomes disturbed; the central nervous system becomes up-set; you become "bad-tempered", you can't be bothered by friends, spouse, children, etc., as the least little irritation will make you fly off the handle.

Life becomes hell for you and everybody around you.

But, that's not all; it has been effectively proven that anyone who attempts to stop smoking by sheer will power alone, will suffer terrible feelings of frustration.

A VICE THAT CAN KILL

In order to compensate, he begins to eat and eat and eat. This is why so many former smokers put on excess weight and become fat. Stopping smoking all at once has been the cause of many severe cases of obesity.

So, giving up smoking, by yourself, is not the real solution, as it might endanger your health.

Then, how should you stop smoking?

Well, this is what the Anti-Tobacco Center of America is going to teach you.

Just clip and mail the coupon below to receive full information on a program which will help to rid you of your need to smoke. You'll be amazed to learn that you can stop smoking without any danger and without straining your will power; after only a few days the desire to smoke will vanish.

Just think how much happier you will be!

This is the experience of an ex-smoker we all know: MAURICE CHEVALIER "I was sunk in a vice which had left life no meaning at all. I was chronically dominated by a mountain of cigarettes, which like a growing invasion of grasshoppers succeeded in ruining my nerves. I stopped smoking twelve years ago. (Chevalier wrote this in 1950) And it is since this fortunate decision that my mental activities, my intelligence, my memory developed so much, that I — who had lost all interest in life — could escape that growing scepticism and rediscover interest in what happened around me. *I was able again to read and . . . to remember what I had read!"*

Among the 28,683 former smokers helped by the Anti-Tobacco Center, we give you the testimony of some doctors. We have chosen this profession intentionally, because doctors know the harm that tobacco causes. They are able to appreciate the results of our program.

IF YOU STOP SMOKING YOU WILL:

- Digest your food better
- Sleep better
- Combat fatigue
- Diminish the chance of cancer
- Be in good humor
- Keep your good eyesight
- Remain calm
- Have a good memory
- Get back your muscle tone
- Drink less alcohol
- Have clean breath
- Grow old less quickly
- Find a revival of your virility
- Save money

WHAT DOCTORS SAY!

Dr. A. C. "The efficacy of your product surprised everybody. I stopped smoking in ten days exactly. Thank you sincerely."

Dr. J. T. "I have used a supply of your product . . . I was informed of its composition by a friend, Dr. C., who was, truthfully speaking, rather sceptical. But after having used it, I do not smoke any longer and have no desire whatsoever to start again. The result is absolutely clear, without a shadow of a doubt, and I feel it my duty to tell you so."

Dr. E. C. "Since January 23, 1962, I no longer smoke. I have already given the "tip" to several of my friends and patients."

Dr. P. G. "I am happy that I do not smoke any more, this of course being due to the use of your product. All my thanks."

Dr. L. D. "The result was rapid. I think that anybody who wishes to stop smoking can do so."

(Since European law forbids all publicity for doctors, we can only publish their initials.)

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PORTUGAL, Oporto—44 rua da Fabrica • **FINLAND,** Helsinki—152 Hameentie
SOUTH AMERICA, Bogota—Apartado Nacional 1407

For the free booklet on how to stop smoking forever without risk and without straining your will power, just mail the coupon below to:

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there as a Texas & Pacific telegrapher. Then Gene became a depot helper, learned telegraphy, had some unpleasantness with the old T&P station agent, and went to Oklahoma to become a Frisco operator in Sapulpa. As Bob learned from Autry's relatives, Gene and a train-dispatcher friend who was also a singer headed for New York to make recordings. When asked what kind of music they sang, they replied, "Popular songs." The recording company already had too much of that type and advised them to learn Western songs. After returning to Oklahoma, Gene practiced cowboy ballads. Later he went back to New York, made his first recording, and eventually became famous. ●

TICK-TOCK, tick-tock! Who could possibly be interested in dirty, 75-year-old, railroad clocks priced at $125 each? The Reading Company's manager of material, C. J. Young, created a tumult recently in Reading Terminal, Philadelphia, by selling more than 100 Seth Thomas clocks which had been removed from stations and replaced by electric timepieces. Also sold were other obsolete items such as ticket-daters, oil marker lamps, and silver plate, silverware, and china from the dining-car department. After reading of the sale in our *Hobby Club* section, Bert Pennypacker, one of our authors, visited the historic old terminal buildings to inspect the wares. A clerk named Bernie escorted him up to the ninth floor, or attic, and into a dusty, hot, dingy room cluttered with junk.

"Rather than throw this stuff away," Bernie said, "we decided to sell it, and thus far we've realized over $17,000 that otherwise might have been lost. Much material was disposed of through a local newspaper ad. When I showed up for work the day after the ad appeared, I found a dozen or more prospective buyers waiting; and the entire week took on some of the aspects of a madhouse as people clamored for old railroadiana. One fellow was so happy to get a brass-plated marker lamp that he nestled it fondly in his arms like a baby. I was kept so busy selling that I missed my lunch two days in a row."

Buyers weren't hard to find for the solid oak, weight-driven clocks; they included railfans, antique dealers, collectors of Americana, and longtime commuters who had checked thousands of times the venerable Seth Thomases hanging on depot walls against their own watches. But customers weren't the only clock-lovers. Therein lies the story of aging railroaders loath to part with them.

"Even with the new electric clocks installed," Bernie told our author, "numerous station agents and other employes simply wouldn't surrender those mementos of bygone days. Winding them regularly once a week for years had created an affection for the old clocks. Finally the vice president's office had to issue a special order to get them sent in; this must have broken some hearts and created ill will. But the new owners also had a sentimental attachment for Seth Thomases. A school principal from a suburb bought one so that the kids could see and hear a clock ticking. Millions of children, born in the electric age, are totally unfamiliar with hand-wound clocks." ●

SAILING a two-masted schooner in 1923, a pipefitter named Leonard H. Stark (now P.O. Box 614, Balboa, Canal Zone) and his partner, a machinist, landed at Bahia, a primitive village in Ecuador. They walked up to the little meter-gage railway depot beside the river dock, where a notice chalked in Spanish on the bulletin board stated, "Today's train will leave tomorrow."

"We kidded the agent about it," Stark tells us, "which angered him. Then we strolled over to a small open shop where some men were working on the railway's only locomotive, a diamond-stacked woodburner built in France, a type used on the Panama Canal job. The men had taken out all tubes, but instead of installing new ones they cut off the bad ends, welded new ends, and put the tubes back into the boiler.

"The train included a long tender for the wood fuel, a baggage car, a boxcar, and a coach. Its run was about 24 miles to a point where the Bahia River bridge had been washed out. If you wanted to go further, you had to finish your trip by burro. While we were loafing around the dock, a group of naked Indians came down the river in dugout canoes. They were armed with blow-guns and bows and arrows and had some gold with which they tried to buy guns and ammunition. Such a sale to natives would have been illegal, so they paddled away disappointed. Shortly afterward we left, too, with water and supplies, sailing for Guayaquil." ●

BOSTON & MAINE's last two 0-4-0 switchers, Nos. 64 and 65, were used for many years in Lowell, Mass., until the early 1930's, recalls Jack Haggerty, a retired telegrapher, Box 51, Boston, Mass. 02101. (Jack has been reading our magazine ever since it first came out in October, 1906.)

"Built before the days of railroads," he writes, "Lowell became one of the world's greatest mill towns. Four large mills stood side by side for nearly two miles along the Merrimack River. Switching 'The Corporation,' as the mill area was called, was a 24-hour job. Dozens of 90-degree curves had to be negotiated. When the 0-6-0's came, their longer wheel bases proved disastrous, often spreading rails on the curves. Toward the last, No. 64 did most of the work, while 65 was held in reserve for use when 64 was being repaired or given a boiler wash.

"During World War I, my brother Joe worked the operator's third trick at Lowell station. One day the dispatcher phoned him to ask if Lowell had facilities for watering a troop train coming in from Worcester en route to Portland, Maine, without a drop of water in any of its 15 or 16 Pullmans and tourist cars since it left Grand Central Terminal.

"Joe reassured the dispatcher; he'd see what could be done. Calling the central fire station, he told his troubles to the desk man, who said the Fire Department couldn't help. But my brother was a friend and neighbor of the fire chief. His phone call awakened the chief at 2 a.m. The chief called the desk man: 'Give Joe anything he wants.'

"My brother ordered a pumping-engine, a 20-foot ladder, and a hose with a six-inch nozzle, and quickly drove this apparatus, with siren wailing and bell clanging, up to the grade crossing. When the train arrived, he stopped it and told the hogger to spot each car as he pulled up at the crossing. None of the car inspectors on duty at that time of night knew how to water a Pullman. Joe had been a sleeping-car conductor on the Canadian Pacific for a year or two. He took charge of the situation, saying, 'Get out of the way and give me that hose!' Knowing where the tank holes were located, he soon had every car tank full, and the train rolled away. Then he called the dispatcher and OS'd the troop train in and out and all watered. The DS gasped, 'Holy smoke!'" ●

DO you remember? Remember the long, lonesome-sounding steam whistles floating far across hills and meadows? In the hill country the calls echoed back and forth from one hillside to another. On the prairies, the calls rolled far across the level land; in the southland the high-pitched, poignant notes travelled a long distance through the pineland.

The whistles in the night were especially appealing. As a lad listened in his bedroom under the eaves to the calls of the night flyer in the valley, he could visualize the picture. The lights from the car windows of the long train made one think of a jewelled snake. Some day, a lad thought, he would be on that train, riding away to life's adventure—*The Framingham (Mass.) News.* ●

THIS CAN BE YOUR "BIG BREAK"

if you're a man who doesn't want to be...

"Ashamed to go to his class reunion!"
REMEMBER, DEAR, OUR HIGH SCHOOL REUNION IS THIS WEEKEND.
DO WE HAVE TO GO, HONEY? SUPPOSE SOMEONE ASKS ME ABOUT THAT CRUMMY JOB OF MINE...?
PLEASE, HARRY, I'M DYING TO SEE OUR OLD GANG AGAIN.
OH, I GUESS SO — O.K.
LATER
HARRY! WHERE HAVE YOU BEEN KEEPING YOURSELF?
OH, YOU KNOW— AROUND. LOOKS LIKE YOU'VE DONE ALL RIGHT, THOUGH.
ONLY SINCE I GOT SMART AND GOT INTO ELECTRONICS! IT'S TODAY'S BIG "GROWTH" FIELD!
SOUNDS GREAT. BUT HOW'D YOU BREAK IN?
EASIER THAN YOU MIGHT THINK. I LEARNED EVERYTHING I NEEDED TO KNOW IN MY SPARE TIME, AT HOME... WITH CIE! THEY EVEN HELPED ME GET MY JOB TOO!
HOW ABOUT YOU? WANT A GREAT JOB IN ELECTRONICS? GET FULL FACTS IN CIE'S 2 FREE SUCCESS BOOKS! SEND COUPON NOW!

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if you would like to go into a profitable business of your own *(full or part-time)*

1 • **VON SCHRADER** offers you these 3 money-making businesses: **RUG CLEANING, UPHOLSTERY CLEANING, WALL WASHING.**

2 • **ALL DETERGERS** are reasonably priced. Many VON SCHRADER Associates make more than the price they paid in the first month and from the original supplies that come with the Deterger.

3 • **SOME VON SCHRADER** Associates start spare-time . . . and later on change to full time.

4 • **NO SHOP** is needed . . . all work is done in customers' homes or on their premises.

5 • **NO COSTLY OVERHEAD** . . . you work from your own home and hire helpers only when your business justifies.

6 • **YOU ALWAYS OWN** your Detergers . . . no one can ever take them from you.

7 • **ALL THE MONEY** you take in is yours alone . . . you never pay any fees, or dues, or royalties to anyone; you are truly YOUR OWN boss in YOUR OWN business.

8 • **YOU WORK WHEN** and where you care to . . . you have no quotas to meet, no extensive forms to keep, no reports to make.

9 • **FULL OPERATING INSTRUCTIONS** come with the detergers. They are easy to read and to follow; anyone can operate; you need no special skill or training.

10 • **VON SCHRADER BUSINESS MANUAL** is complete; it tells everything you need know to make a success out of your venture, including how to go about getting business, suggested sales letters, who to call on, tips on keeping your books and tax records, suggested telephone book and newspaper advertisements, radio announcements, etc. Handout literature is also included.

11 • **VON SCHRADER** cooperation and assistance is always at your service. We continue to help you solve unusual problems regardless of nature. Training and consulting with experts is also available at no extra cost.

12 • **VON SCHRADER** perfected the first RUG DETERGER and we are by far the oldest and largest company manufacturing machines of this type.

VON SCHRADER MFG. CO.

• Read below what a few of our many Associates have to say about the success of VON SCHRADER'S FREE ENTERPRISE PLAN. Then return the coupon or write **TODAY.** It costs nothing to get the details.

HOMER KENDALL, Indiana • "Your business helps and training are really wonderful. How could anyone fail?"

LESTER VERNON, Wisconsin • "Have had my Rug Deterger almost two weeks, have earned 2/3 its cost already."

J. M. ROGERS, Pennsylvania • "Worked 7 hours yesterday, earned $85.56. Part-time last week netted $103.70."

ROY NELSON, No. Carolina • "I am doing real well with the Upholstery Deterger. I grossed $204 in four days last week and have plenty more work. Everyone is very well satisfied."

BOB GREENBERG, California • "First month I made over $800; now 80% to 90% are old customers."

EMMET FREMONT, Colorado • "It's amazing what the Wall Deterger will do. I'm more than satisfied."

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Please rush information about your

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(Write in name of deterger(s)
and how I can start my own profitable business.

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City_____ State_____ Zip_____

Photographs of the Month

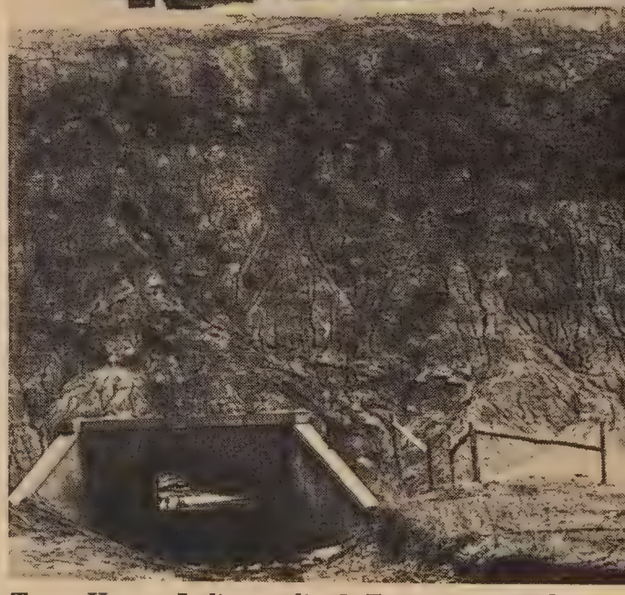
At Selkirk, N.Y., ten miles south of Albany, is the most modern of all electronic freight classification yards, named in honor of Alfred E. Perlman, president of Penn Central, and dedicated by PC last September 25th. It can handle up to 3,000 cars a day. About 300 men currently work there. Busiest trick is from midnight to 8 a.m. Photo shows a few of the 140 powerful freight locos being serviced at Perlman Yard. While they take on fuel, lubricating oil, and water, also sand from overhead bunkers, workmen inspect the units and make minor adjustments and repairs, if needed. Penn Central photographs

"Push-button" car repair shop at the Perlman Yard can handle eight freight cars at a time. The building is 120 feet wide, 140 feet long, and has two work locations on each of the four through tracks. Besides Penn Central jobs, some cars of "foreign" roads also are repaired here.

Nickie McMillan watches a German Federal Railways 4-6-0 heading a Heidelberg train across the Neckar River at Jagstfeld.

E.H. Brown, 402 W. Main St., Norwich, Ct. 06360

Steam whistles are a vanishing sight. Here is the "pipe" from long-gone Rutland engine 28, mounted on Green Mountain Railroad No. 89.



Terre Haute, Indianapolis & Eastern interurban No. 47 paused in 1921 on the new high fill over Eagle Creek, about 2 miles west of Indianapolis.

Collection of John G. Williams, Jr., 6130 N. Carvel, Indianapolis, Ind. 46220

Photographed April 21, 1968, by J.M. McMillan, 1101 Tyler St., Topeka, Kan. 66612

Photograph by Patti Thomas

Heading for Nanakuli beach, Hawaii, is narrow-gage Whitcomb diesel with string of boxcars. Navy Capt. Leonard F. Bassett (facing camera) gave guests a ride as goodwill gesture toward proposed Oahu Railway Park. (See page 6.)

Chicago & North Western photograph

Chicago & North Western *Kate Shelley 400* is seen here some years ago crossing the Kate Shelley Bridge over Des Moines River valley between Ogden and Boone, Iowa. The bridge was named for heroine who saved a train when an earlier bridge collapsed in 1881.

Stylized eagle marks Missouri Pacific's new locos.
(See Sy Reich's locomotive roster on page 43.)

Missouri Pacific photograph

Jack Armstrong, 197 N. Summer St., Adams, Mass. 01220

Canadian National electric locos 105 and 100 lead a commuter train outbound from Montreal on the Mt. Royal line, April 17, 1968. The 8-wheel units were built in 1914 by General Electric. CN also operates multiple-unit cars on its electrified track.

After former Nickel Plate 2-8-4 No. 759 had been displayed for some time at Steamtown in Bellows Falls, Vt., she was picked for mainline, long-distance fantrip service by the High Iron Co., of Lebanon, N.J. She was rejuvenated and performed well on preliminary trips; then, last October 12th and 13th, really showed her mettle on an excursion over the former New York Central mainline from Harmon to Niagara Falls, N.Y., and return. (Right) The sturdy Berkshire leads the way through Breakneck Mountain tunnel. (Above) Here the train is speeding along Mohawk Valley at Fonda, N.Y.

Both upper photographs by Roger Arcara

Missouri-Kansas-Texas FP-7's 81-C and 80-C delight the mentally-retarded children from State Hospital and Training Center at Parsons, Kansas. A six-car special provided by the Katy—rehabilitated under John W. Barriger—took them to Lafayette City and back last October 4th, the first train ride for most of them. With passenger service declining as it is, a generation of youngsters is growing up, many of whom have never ridden a train—and likely never will. Mac Owen, 2730 Clark, Parsons, Kan. 64357

TODAY a single passenger train, the night *Cascade*, enroute between Oakland and Portland, stops at the once-famous but now decaying old station at Dunsmuir, California; and the Southern Pacific is asking the ICC for permission to drop even that one! How well I remember Dunsmuir depot in its halcyon days, for I fired engines out of it from 1951 through '55.

The town itself was born in 1886 on August 23rd as steel rails were being pushed through the Sacramento River canyon of northern California—a cliff-walled woodland gorge rich in natural beauty but tough on construction crews—and it has a majestic view of snow-topped Mt. Shasta, 14,161 feet high.

Upon being founded, the village was named for R. Dunsmuir, a millionaire Scotch owner of British Columbia coal mines. Flattered by this honor, the tycoon gave the community a fountain with a graceful figurine made of stone, which lasted until about the winter of 1920, when severe weather broke her up. The fountain itself remained until just recently, standing where it had stood from the very first, between the depot and the old SP hospital. During the pleasant summer months it was stocked with rainbow trout from the nearby Mt. Shasta hatchery, much to the delight of passengers strolling around the place while they waited for the "varnish."

Revisiting Dunsmuir the other day, I asked the nonegenarian Annie Fussler, whose father had owned and operated a sawmill at Mott, eight miles away, when she was a girl, if she recalled the first depot there.

"Indeed, I do," she said. "It was a boxcar standing in a wooded area and it served also as a telegraph and express office—and the town's first city hall!"

Central Pacific, as this part of the SP was then called, made Dunsmuir a division point and built machine and car shops, a roundhouse with a turntable, and yard tracks, all sandwiched somehow into the limited space between the present depot and the river. I don't know when the station was built, but Mrs. Fussler recalls seeing it at the time of the Pullman Strike in June, 1894, "the Debs Rebellion"—for, she said, "I remember the militia guarding it."

One day when she was 17, nine years after the family had moved to Mott, Annie and her younger sister, looking out their bedroom window, excitedly caught sight of a fire on the railroad trestle that crossed a deep ravine. "Mother sent us running through the brush to notify Mr. Houston, the station agent," she said. "My sister was too chubby to keep up with me, so I got there first and blurted out the news."

Mr. Houston got on the wire just in time to have a westbound extra flagged down. A good thing it was, too, for the passengers included Mrs. Leland Stanford, wife of one of the Big Four who had created the Central Pacific. Mr. Stanford had been president of the

Old Days at Dunsmuir Depot

by RICHARD M. MURDOCK

Southern Pacific photograph

Snow, sunshine, full mail sacks (far left), people milling about, steam loco arriving with train, and observation car at right imparted a busy railroad atmosphere to Dunsmuir depot back in 1937.

road and governor of California and he founded the great university that still bears his name.

"The fire did only slight damage," Mrs. Fussler told me, "and I was glad. When I was quite small I saw Chinese laborers building that trestle; they were friendly and sometimes had little gifts for us girls."

By the time Annie graduated from high school in 1897, the road was having trouble keeping firemen for wood-burning locomotives on that division. Perhaps the pay had something to do with it. An old timebook belonging to fireman Henry T. Long notes that $3.73 was the standard rate for a 12-hour day, with overtime after 12 hours if you worked more than 14 hours, but only $1.78 for 17 hours overtime between Red Bluff and Dunsmuir!

An ingenious superintendent coped with the situation by devising a system of excess mileage which raised pay rates—a system still in effect. Instead of 100 miles or a day's pay for the Red Bluff-Dunsmuir run, 140 miles was allowed, or nearly a day and a half's pay. Between Dunsmuir and Ashland 30 excess miles was paid, which assured a better supply of wood-slingers around the turn of the century. But by 1914 most of the SP's power had been converted to burn oil.

Time marched on. Dunsmuir station began to feel the impact of SP's mightiest steam power, including cab-first Mallets, the three-cylinder 5000's, and a capable procession of Decapods, Mikados, Consolidations. That area was assigned its share of the biggest locomotives on the system. In time, Pacifics nosed out the Eight- and Ten-wheelers; then came the powerful Mountain-type 4300's and general-service 4400's. During the passenger heyday, about five trains per day rolled through the Shasta-Cascade scenic wonderland and over the Siskiyous, the stately canyons echoing and re-echoing to the thunder of locomotive exhausts.

In 1916, the Shasta Division was created, encompassing the area from Gerber, California, to Ashland, and later to Klamath Falls and Alturas. A larger switching yard was built on the flat bordering the river a mile south of Dunsmuir to help cope with the surge of World War I business.

Prohibition affected the Dunsmuir locality to a greater extent than many other regions of the nation, for a spirited bootlegging business sprang up from liquor stills hidden in the rugged mountain gullies thereabouts. Even before that time, bordellos in and around Dunsmuir had begun catering to the sex needs of lumberjacks, miners and railroad men. The town then had about 3,500 population, including a peak figure of 1,500 Southern Pacific employes, all of them pumping railroad money into the economy.

Mike Padula, veteran bar-owner, recalls the 1920's with a special fondness, for then, as now, he ran a saloon known as Mike's Place in Castella, six

(Left) Dunsmuir car shop in 1913. (Right) Southern Pacific hospital, south of depot, showing Mr. Dunsmuir's fountain.

Southern Pacific photographs

miles south of Dunsmuir; and even today he has not forgotten to wave at trains from the porch of his barnlike structure. Back in the days when that fabulously rich journalist William Randolph Hearst occasionally sought recreation on his vast Wyntoon ranch, not far from Dunsmuir, along with his girl friend, film star Marian Davies, and a selected group of top executives from the various companies Hearst owned or controlled, the baby-blue-eyed Marian would "buy" Mike's Place temporarily by the simple expedient of locking the door and keeping it locked until her crowd was ready to leave.

"What hell-roaring parties that bunch had!" Mike reminisces. "Next morning there would be twenty-dollar bills under the ash trays."

Photograph from Hugh Clarke collection

Dunsmuir, California, in 1904, showing roundhouse and depot in foreground.

Oldtimers still talk about a startling event that occurred 90 miles north, near the summit station, Siskiyou, on October 11, 1923, a crisp autumn day when the leaves of canyon foliage were ablaze with reds and golds and the migrating birds had begun to wing their way southward. A few gruesome moments at noon that day made newspaper headlines all over the world.

The three DeAutremont brothers—Roy and Ray, 23-year-old twins, and Hugh, 19—staged a Western-type holdup, stopping at gun point the SP's *San Francisco Express* just as its 2400 class Pacific, with Sidney L. Bates at the throttle, cleared the west portal of tunnel 13. With methodical precision they dynamited the mail car, the explosion killing clerk E. E. Dougherty.

Brakeman C. O. Johnson walked rapidly through the tunnel with a lighted fusee to find out what had happened. Ray deliberately shot and killed him. Then the bandits ordered the engine crew, both Dunsmuir men, to detach the mail car and pull it forward to a point free of noxious smoke, for easier access; but the explosion had damaged the cutting lever so that fireman Marvin Seng couldn't use it. In a rage, the sadistic robbers killed both enginemen.

With four murders on their hands, the DeAutremonts suddenly lost their nerve and fled with no loot. Law men, railroaders, and private sleuths combed the rugged terrain for months without finding them. Not until February 11, 1927, did patient detective work track down Hugh, who was then in the U.S. Army in the Philippines under a phoney name, and brought him to San Francisco. On the following June 9th the twins were picked up at Steubenville, Ohio.

All three were given life imprisonment in exchange for agreeing to "tell

everything." A few years ago Hugh was released for good behavior; he died shortly afterward. Latest word I have on the twins is that both are living; one was paroled, the other is in a mental institution.

Meanwhile, with the opening of the Black Butte line to Klamath Falls in 1927, Dunsmuir depot began to feel the squeeze of progress. Helper jobs at Weed and Hornbrook were abolished by the score and passenger service over the Siskiyous dropped to a mere trickle, most of the varnish being scheduled over the new, faster route to Portland. Two years later came the Depression. Railroad men at Dunsmuir, as elsewhere, were laid off by the hundreds; sawmills and mines shut down. Passenger travel dwindled still more and the aging depot reflected the gaunt national trend.

There were rough winters, too, particularly in 1937. Not even heroic efforts could keep the line continuously open. Great drifts nearly buried the depot. Many stores on Sacramento and Florence streets had snow-tunnel entrances. Later, a vast track-locating job got under way and eventually had a marked effect on Dunsmuir. This job was made necessary by the creation of a huge man-made lake as a source of water for irrigation and electrical power.

As the old rail line followed the Sacramento River all the way from Dunsmuir to Redding, the Federal Government provided a substitute railroad for that portion before it was inundated. The result was about 30 miles of modern, costly, high-speed road, with many tunnels and bridges, linking Redding with Delta. It plunges out of a tunnel onto Pit bridge, half a mile long, and enters another bore, while highway traffic uses a second deck, above. This was quite an engineering feat, for the lake at that point is 400 feet deep.

The new line was opened in the fall of 1941, just in time for World War II traffic, cutting miles from the old kinky route and time from freight and passenger schedules. Centralized traffic control was installed from Redding to Black Butte, 18 miles north of Dunsmuir. This push-button system called for a sturdy cement addition to the depot to house intricate wiring for the CTC panel. Until recently, when the entire line to Portland went CTC, the annex also housed the chief train dispatcher's office.

My job at Dunsmuir, beginning in 1951, was my first encounter with CTC. I learned then that there were several kinds of dispatchers. Some had a yen for setting up meets at long sidings without stopping either train. Others were known to have routed trains into sidings, only to forget them!

One night when I was firing the *Cascade Limited* from Gerber to Dunsmuir, the approach signal to McColl siding displayed caution. The hogger announced the aspect as I called it and applied his brakes. The next signal was "red over red," meaning, of course, stop for all routes. As the luxury train halted, the engineer said, "Better go to the phone."

In the trackside booth I called the CTC operator. "This is No. 12 at the west end of McColl."

"Oh," came the reply, "broke down or something?"

"Not at all. Red over red."

Silence ensued. Then I heard two short blasts of diesel airhorns, signifying that the signal had been cleared. Just as I was hanging up the receiver, the dispatcher mumbled, "Guess I pushed the wrong button."

For over two decades the new portion of the old depot played its part well as the Shasta Division's nerve center. Only CTC extension doomed the operation from this point, and the panel was moved to Roseville, California. Just before CTC went into effect over the complete line, the last train order over the chief dispatcher's initials, HHM, was repeated and completed at 3:22 a.m. November 17, 1965: order No. 606, Van Heest, operator. It read: "ENG 6301 RUN EXTRA KLAMATH FALLS YARD TO MT HEBRON HAS RIGHT OVER NO 630 KLAMATH FALLS TO MT HEBRON."

The original of this order was recently given to me by a retired passenger engineer, Rex McMillan of Dunsmuir—which reminds me of the first time I met Rex. In the winter of January,

Southern Pacific photograph

In the opposite view from that shown on pages 18-19, we see Dunsmuir depot after the big snowstorm in 1937.

The station as it appeared in 1915, a bit more ornate than in later years.
Southern Pacific photograph

1952, I was the daylight hostler on the turntable job across from the watchful eyes of the superintendent's office in the depot. The division had been about half dieselized. This storm was so heavy that it kept two laborers at the business end of a steam hose continuously around the clock washing new snow from the turntable area. Just before quitting time that afternoon, two four-unit EMD diesels, coupled together, came in off the mountain and the lead set had already been called.

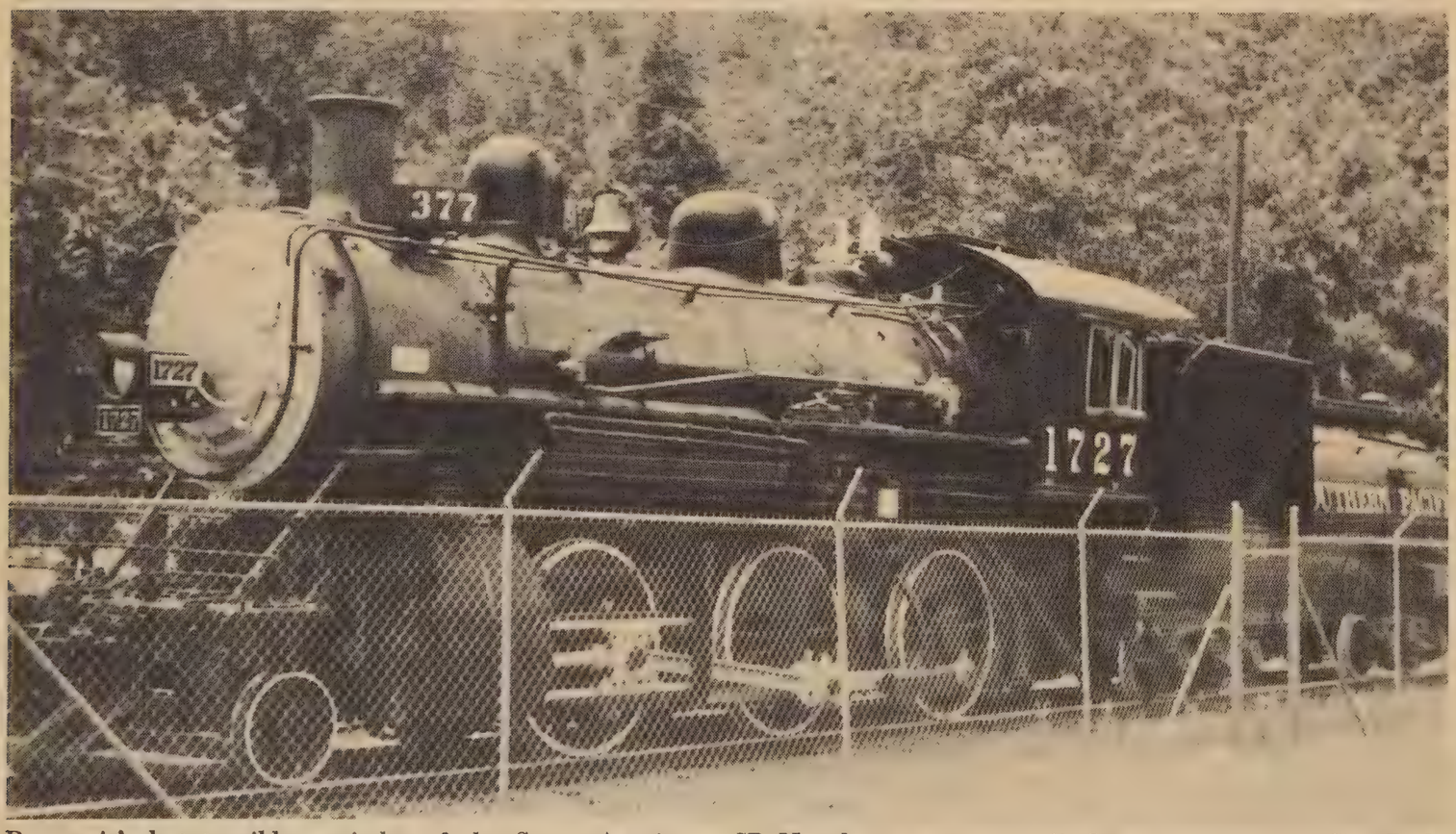
My Mexican helper, Freddie Brieno, walked over to get the first consist for servicing. By the time I mounted to the controls of the lead unit, Freddie had released the hand brakes and was at the cutting lever between the consists. Notching open the throttle, I made the separation. Then I slowed the units to give Freddie time to line up the derail behind—a device for protecting the turntable should something get loose from the top-end receiving tracks. Once across the table, I spotted the first unit for sand. While my helper was filling the receptacle, Rex McMillan climbed into the cab, asking: "Are those units yours, too?"

"Yes," I replied, nodding.

"Well, they're on the ground."

It developed that the incoming engine crew had set the hand brakes on only the first consist, notifying the top-end hostler. But before he could tell us, we had snatched away the called units, and the others had drifted down behind us without our knowledge. Off the derail went the lead engine, gathering a great mound of snow before it and coming to rest but a few feet from the turntable pit.

Fortunately, only one of the two receiving tracks leading from the top end to the table was blocked, or the railroad really would have been tied up. Even so, a week passed before the cripple was rerailed. Meanwhile, the rear three units, still on the track, had



Dunsmuir's last tangible reminder of the Steam Age is an SP Mogul on permanent display at entrance to City Park.
Southern Pacific photograph

Author, engineer Dick Murdock, as he looks today.

Dunsmuir in the diesel era: SP 8435 paused at the depot last July.

Pictures above and below from the author

been cut away and pressed into blizzard service.

The following December 6th another paralyzing storm struck. Again the division was welded into a common cause —keeping the line open. Giant steam rotaries chewed away at the drifts while snow filled the cuts as fast as they were cleared. I was due out on the westbound *Shasta Daylight* at 5 p.m.; but when my phone rang, crew dispatcher Tony Barber said: "Relax, Dick. They're holding No. 9 at Klamath Falls and don't know when they'll turn her loose. Line's tied up from Grass Lake to Black Butte."

So I stayed comfortably at home while great white flakes continued to add silently to the strangulation. At that time, like about 25 other promoted firemen, I officially became an engineer, for one of our group was used as an engineer at Weed, dating us all, although many of those men were snowed in at home as I was.

As a division point, Dunsmuir depot through the years saw many celebrities. Presidential specials stopped there for crew changes. Even during my rather short sojourn I saw specials carrying President Truman, Vice President Nixon, and Emperor Haile Selassie of Ethiopia, all of whom made speeches to Dunsmuir crowds from the rear platform of the observation car. It was my good luck to fire Haile Selassie's train from Dunsmuir to Gerber in 1954. One night a year and a half later, Duke Ellington's band played in Dunsmuir, and I interviewed Duke himself for the *Dunsmuir News* in his hotel room. His knowledge of steam power surprised me.

Passengers waiting for trains at the depot tossed coins into the fountain donated by Mr. Dunsmuir, or drank from the one labelled "Best Water on Earth," and listened to sounds from the busy complex across the tracks: the *ping* of a machinist's hammer on a main rod, a giant lathe grinding, riveters and boilermakers pounding. Now and then they might watch a great cab-ahead locomotive, with her air pumps stroking idly, being inched onto the turntable. These things mingled with the scent of heavy grease and pine-scented sweetness from the woods beyond, and at times they could hear the murmur of the Sacramento River.

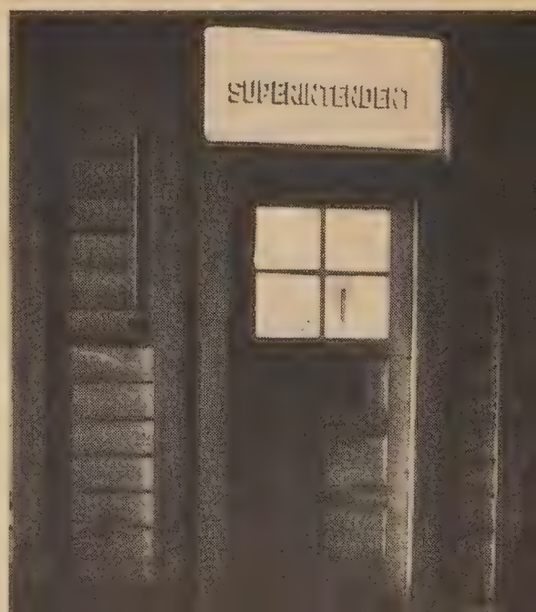
With regret I left Dunsmuir in December, 1955. Years of change flipped by. Then, returning to the old depot recently for a visit, I was shocked and saddened. Even the cement annex looked forlorn. Across the tracks, shiny automobiles that stank of gasoline were parked where once the busy roundhouse had stood. Many buildings had vanished. The old turntable is still there, for use now and then by diesel helper engines. Gone, too, is the old decorative fountain, though the drinking fountain remains, water still trickling from it. The circular sign above it is in disrepair, and in the surrounding area an ugly weed patch has replaced the pleasant green lawn and shade trees.

On the last October day in 1967 the mile-long, 15-track yard south of Dunsmuir was closed permanently as an "efficiency" measure. Even earlier, the Shasta Division had been eliminated, absorbed into the Sacramento and newly-created Oregon divisions, but the old seniority districts remain. Dunsmuir's last remnant of passenger service is the night *Cascade*, which at this writing has a very uncertain future. ●

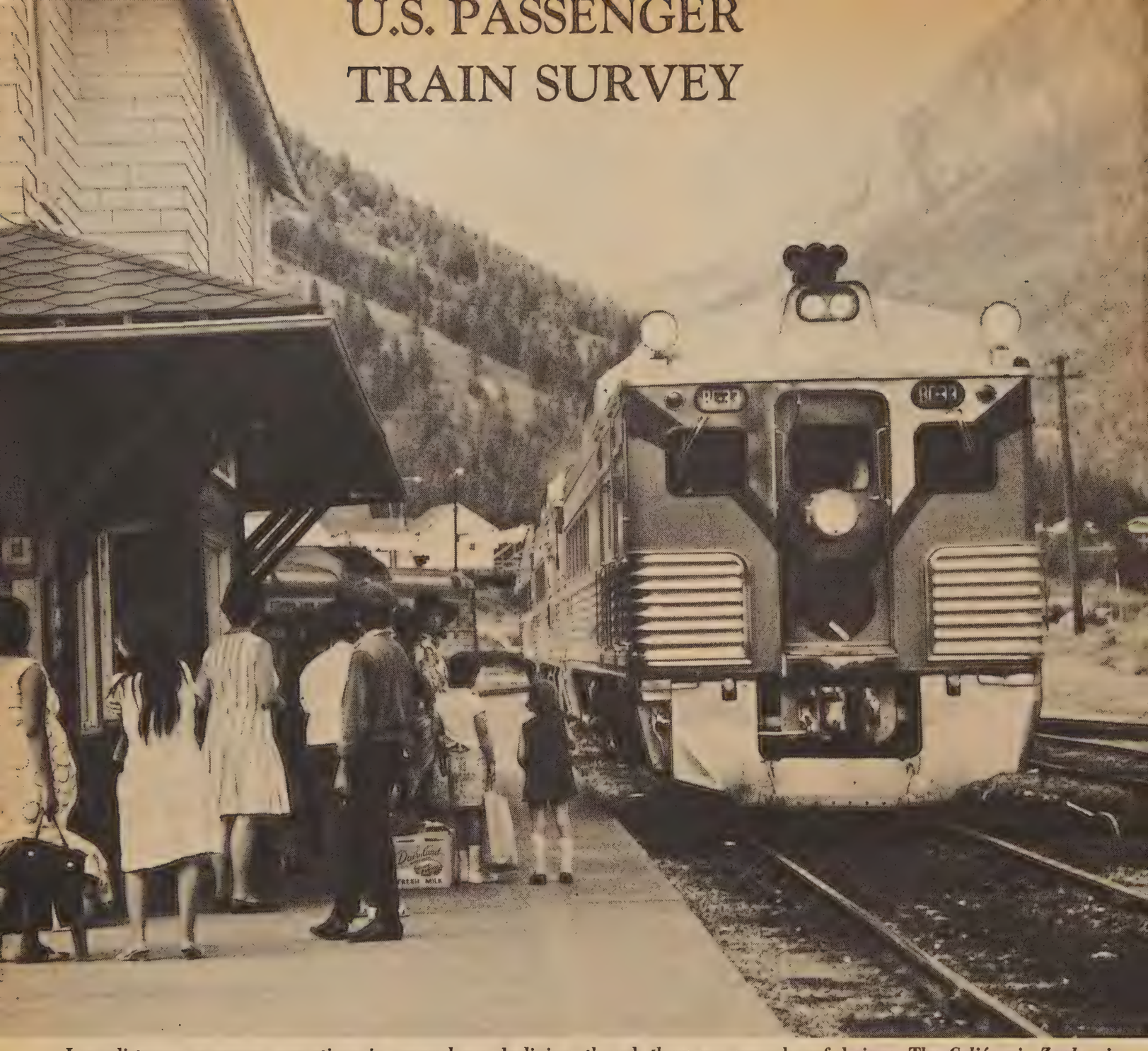
Recent view of the drinking-water fountain near the station. Sign reads: "Dunsmuir —Best water on Earth."

Photograph by Bill Robertson

Telegraph and superintendent's office was still lit at 2 a.m. one morning last June.



U.S. PASSENGER TRAIN SURVEY



Long-distance passenger operations in general are declining, though there are some hopeful signs. The *California Zephyr* is being more widely advertised in an effort to increase patronage, Penn Central's "Empire Service" runs fairly well, and reasonably good standards are maintained by many roads which still run passenger trains. There is optimism in Canada, too; (above), Pacific Great Eastern RDC-3 No. BC-33 at Lillooet, Britsh Columbia, on its run from Prince George to North Vancouver. Service is daily between North Vancouver and Lillooet, thrice weekly to Prince George, through scenery for which B.C. is famous.

William D. Middleton, CEC, USN, U.S. Naval Air Station, F.P.O. San Francisco, Calif. 96611

THE NATION'S rail-passenger business is not so grim as railroad management would have us believe. This is revealed in a financial analysis by the Bureau of Economics of the Interstate Commerce Commission, which shows that between 1954 and 1966, rail-passenger revenue exceeded operating expenses related solely to passenger and "allied" services by $35 million.

However, the survey adds that in 1967 (latest available figures) these expenses exceeded such operating revenue by $72 million, the first time since 1958 that revenue fell below the passenger expenses. The reasons for the change "have not been fully analyzed," the study says, but it notes that increased wage scales might have been a factor.

Most of the roads asking ICC permission to drop passenger service insist they are losing both money and passengers while continuing this service. The ICC analysis, issued in a monthly economics report, does not claim that the roads made a profit during the years covered. What the figures show is that during the period from 1954 through 1966 the railroads' passenger-service revenue exceeded expenses related *solely* to pasenger operations.

Among these expenses are repairs to passenger-train cars, fuel consumed by locomotives in passenger trains, wages of ticket agents, and maintenance of passenger stations. They don't include so-called common expenses, where the

costs stem from both passenger and freight operations and the shares of each must be allocated through accounting procedures. Nor do the figures include taxes and rental expenses.

Industry figures show a deficit of $485 million from passenger operations in 1967. But this doesn't mean the carriers would save that much money if they dropped all passenger trains, nor anywhere near that amount.

"The old debate over whether passenger trains make or lose money is on again," *The Wall Street Journal* editorializes, and it continues:

The reaction of the Association of American Railroads to all this is just about what you would expect, inasmuch as for years now the railroads have been moaning and groaning over passenger service losses and cutting back on that service as fast as the ICC would allow them. And until lately, when the ICC suddenly started blowing the whistle against further major service cuts, those cutbacks were coming pretty fast.

An AAR spokesman charges the ICC with "financial chicanery" and says that the agency's report "must be some kind of new math" . . . Years of excessive Federal regulation have certainly increased the railroads' eagerness to lop off passenger trains, which, whether they make money or not, are surely less profitable than those that haul freight . . .

From the public's standpoint, however, this ICC-AAR argument is pretty silly. The fact remains that railroads are still the most economic form of passenger mass transit. With growing highway and airway congestion, some short- and intermediate-haul passenger trains are, if anything, more essential than they ever were.

Railroads cannot be expected to provide this service as a form of charity; along with a lot of de-regulating, some public subsidies unfortunately may be needed. What's unquestionably required is a clear and calm assessment of rail passenger service and of the extent of the public's need for that service.

And *The New York Times* comments bluntly, "The United States has the worst railroad passenger service of any industrialized country in the world."

A telegram sent to Stuart T. Saunders, Penn Central chairman, by Anthony Haswell, executive director of the National Association of Railroad Passengers, urged him to "rescind decision to stop payment of commissions to travel agents for tickets on former Pennsylvania Railroad trains, effective Oct. 1, 1968," adding: "Travel agents can produce substantial increases in rail passenger revenue, just as they are doing with regard to airline and bus revenues." The telegram says Penn Central's decision is in direct conflict with its "repeatedly asserted interest in intercity passenger service in the Northeast Corridor."

But with all due respect to our friend Tony Haswell, we think he is wasting his time in appealing to Penn Central. That system just doesn't want passenger trains. Tony should read the following letter that Ray C. Harrison, general manager of PC's Eastern District, sent to several subordinate officers:

We have been receiving an increasing amount of criticism of the condition of our passenger equipment. Of course, we all know of our long-range objective with respect to the eventual elimination of our long-haul passenger service, particularly the sleeping-car segment of the business.

However, we must not lose sight of the fact that we still have passengers, and that we are obligated to maintain and operate our trains in a satisfactory condition.

Otherwise we will continue to bring forth numerous complaints to the state commissions as well as the ICC and this, of course, will have an adverse effect on our efforts to discontinue trains.

All of us involved are well aware of the need for shrinking our passenger car fleet as quickly as possible and this is being done. At the same time, the equipment that remains should receive required maintenance both from the standpoint of comfort to the passengers and to minimize failures enroute.

Representing NARP at an oral hearing, Haswell appealed to the ICC to set minimum operating standards for passenger trains. Among the ideas offered were: Dining service, including hot meals, on all trains with routes of 250 miles or more, through baggage checking on long-haul routes, cost-reduction programs by rail managements, exploration by the railroads of modernization of labor negotiations, and the up-dating of stations and other rail facilities.

Haswell personally advises NARP members to read the new illustrated book *Redoing America*, by Edmund K. Faltermayer, associate editor of *Fortune Magazine*, published by Harper & Row at $6.95.

"This book," he tells us, "deals with all problems of the deteriorating physical environment in the nation's cities and suburbs—jammed highways and airways, pollution, visual blight, suburban sprawl, and decaying core cities—and tells what must be done and what it will cost. The book emphasizes rail transportation as a vital tool in straightening out the urban mess." ●

Long Island Rail Road's *East Ender*, carrying parlor cars and coaches, paused at Bay Shore, N.Y., on a run from New York City to Montauk in August, 1968.

J.P. Krzenski, 144 Hawthorne Ave., East Islip, N.Y. 11730

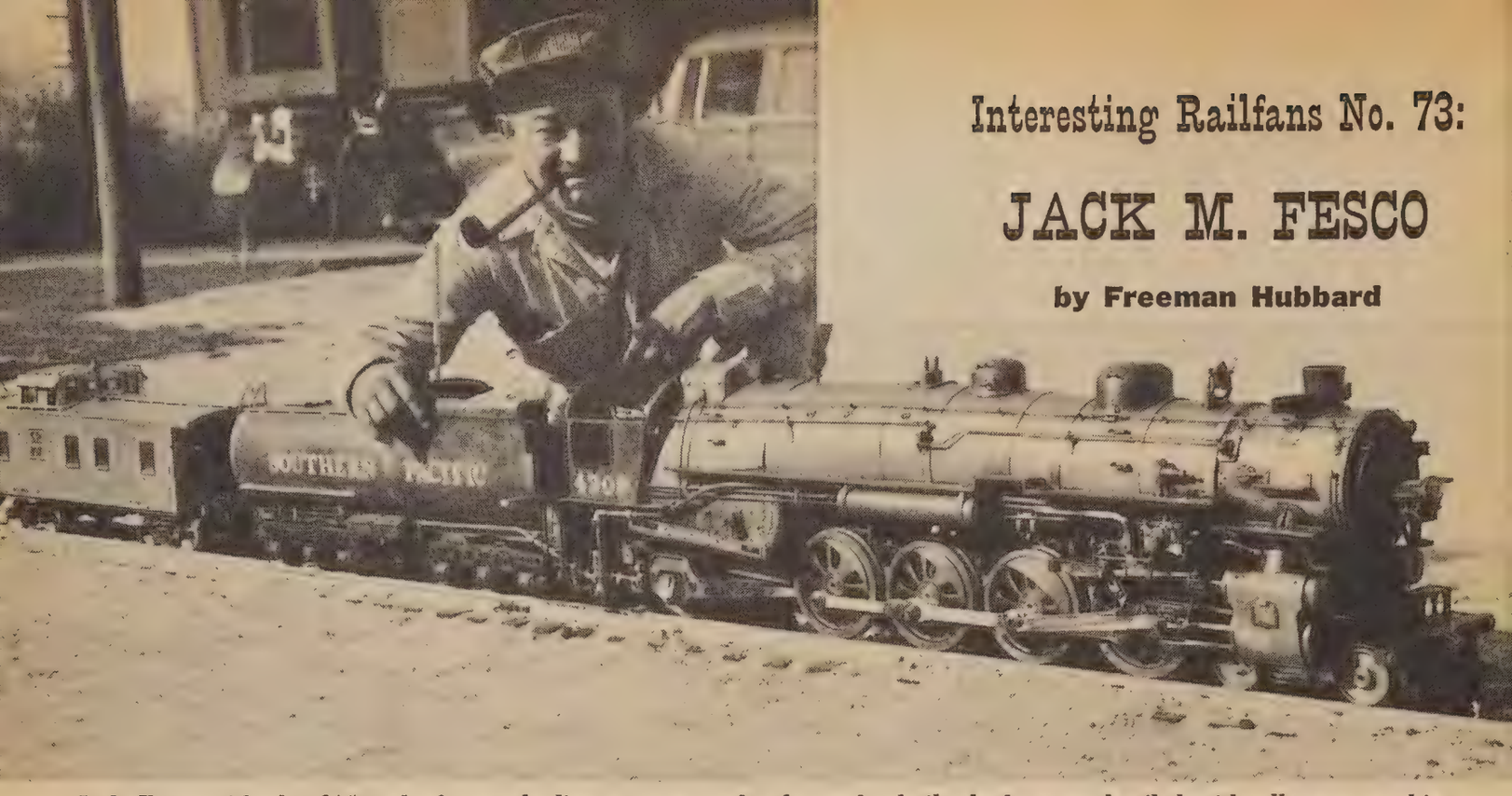
Long lines of surplus Railway Post Office cars languish on storage tracks around the country due to recent Post Office Department policy of changing from trains to trucks. This was the CB&Q yard at Lincoln, Nebraska, as it looked in October, 1967.

Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

Interesting Railfans No. 73:

JACK M. FESCO

by Freeman Hubbard



Jack Fesco with the ¾"-to-the-foot scale live steamer and caboose he built, both super-detailed with all parts working.

JACK grew up in maintenance-of-way cars. His father, Mike Fesco, was a construction foreman for a contractor who built many miles of railroad for the Lackawanna, the New York, Ontario & Western, and the Buffalo, Rochester & Pittsburgh; and Jack was born on March 3, 1901.

His capable mother, Mary, ran a boarding house for the construction gang—and they ate plenty! Jack would listen, wide-eyed, to their salty talk about women and tall tales of railroading and he enjoyed their drunken brawls. With such a background, it is easy to understand why Jack became a railfan and later an engineer.

Beginning at age seven, he took rides in dinky engine cabs. "It was fun ringing the bell, learning how to fire, and putting on the injector," he tells us. "I also caught onto hand and whistle signals and got interested in *Railroad Magazine*, which then had a red cover, 192 pages, and sold for a dime."

His preliminary schooling ended with the eighth grade. "You're old enough to work now," his father said. Jack wanted to go railroading. Instead, he became a wage slave in a screw factory at New Britain, Conn. Its monotony bored him. At length in the early 1920's, bitten by wanderlust, he toured the country, doing odd jobs, hopping freights when he could and paying fare when he had to. Thus he drifted to California.

A new life started in May, 1923, when he hired out to the Southern Pacific as an engine watchman in Los Angeles and soon advanced to hostler helper. Then, by passing a book of rules exam and taking the usual student trips, he made his firing date September 26, 1923, and felt very proud.

Much later, he took International Correspondence School courses in steam and diesel locomotive engineering. "These courses," he recalls, "not only helped me with the everyday problems of firing but also, when I came up for promotion in July, 1941, enabled me to pass with a good grade." Jack has handled all kinds of SP power, from dinky steam switchers to giant cab-aheads and diesels. He pulled freight and passenger, work trains, specials for the president of the road, and even circus trains and movie extras. Carrying a camera in his cab, he often snapped pictures of railroad subjects that caught his fancy.

But he put in some hard years. In 1924, for example, the coming of big power led the SP to cut off 200 firemen, including young Fesco, and he spent two months of 1924 firing Santa Fe engines out of Bakersfield, Calif. Until 1935 he bucked the SP extra board. He'd work maybe three months a year on his own division, then for a while on the West or San Joaquin division, and in those days he had no permanent address.

In 1931, in a Los Angeles taxicab, he met Hazel Hampton, a slim and attractive young brunette. It was almost love at first sight. Within two months they were married. Their only child, Jack Jr., passed up a chance to go firing at age 18, is now a banker. The saddest day the father has ever known was when Hazel died, last July first.

Meanwhile, during the Depression years of 1932 to '34 he couldn't find work on any road but grubbed around for other jobs. Then from 1936 until he retired from the SP in '66 he worked steadily, building up seniority. Railfan No. 73 lives in L.A. with his son at 4309 Edenhurst Avenue. He is an expert builder of scale models and very fond of machinists' fine tools and machinery. His orderliness is shown by the tidy look of his five-room home on the city's outskirts, his well-kept but informal front and back yards, and his workshop. Of medium height, Jack has brown eyes and still-dark hair at age 67, but is partly bald. He eats moderately and walks a lot to keep his weight down to a trim 164, sometimes smokes a pipe, never cigarettes.

"I love birds and animals," he says, "and regularly feed the sparrows, bluejays, mocking birds, horny toads, and lizards that visit my property. Among my pet peeves are the ruthless destruction of wildlife, the air and water pollution, and the excessive taxation due to big government and the Vietnam War."

His collection of railroadiana in-

cludes such hardware as steam locomotive accessories which he obtained mostly from scrap yards, by trading and outright purchase: bells, whistles, headlights, throttle, power reverse gear, tallowpots, air gages, etc. Also switch and marker lights, trainmen's and switchmen's lanterns, caboose lamps, copper-embossed loco pix, two huge albums filled with engine pictures, other railroad books, and drawings galore.

The first model he built is an accurately detailed replica of SP all-steel caboose 897, scaled three-quarters of an inch to the foot. Completion of this job took him 4,850 happy hours of painstaking effort. It is 30 inches long, 7½ inches wide, 11 inches high, and weighs 30 pounds. He turned out the wheels, journals, and marker lamps on a lathe, but the rest of the model is hand-made —no castings were used.

There are 3,000 minute rivets and 1,000 tiny screws. While Jack was inserting some of those screws into place his mind went back to the boyhood days of his irksome job in a screw factory. The hand brakes of his miniature crummy actually work. Indeed, the whole artifact is a working model with automatic couplers, draft gear, Bettendorf Dalman type trucks with coil springs under the bolsters, and side roller-bearings. The journal-box doors and toolbox door open; the cupola windows slide open and shut.

Inside are miniature desks, cushioned benches, lockers, grab-irons, and steps leading up to the cupola. Also seats in the "doghouse," separate tanks for washing-water and drinking-water, with valves, a sink, a pot-bellied stove, lights, and marker lamps with red and green lenses. Such a model would bring joy to the heart of old Bill Knapke, author of *The Railroad Caboose* book. It was exhibited in various places, including the New York World Fair, 1939-'40.

Besides the caboose, Jack has built a Southern Pacific 4-8-2 (¾-inch scale), complete with tiny attachments such as a superheater, Michaelson thermic syphons, and Walschaert valve gear. He is now fabricating a one-inch-scale replica of an SP Daylight-type locomotive. Our hero belongs to the Brotherhood of Live Steamers, the Los Angeles Live Steamers, Inc., and the Brotherhood of Locomotive Firemen & Enginemen. He has lectured on such subjects as the locomotive and air brake, train handling, the book of rules, train orders, and live steamers, and has appeared on a TV program. Jack finds much elation in building his engine model and making its tiny parts work.

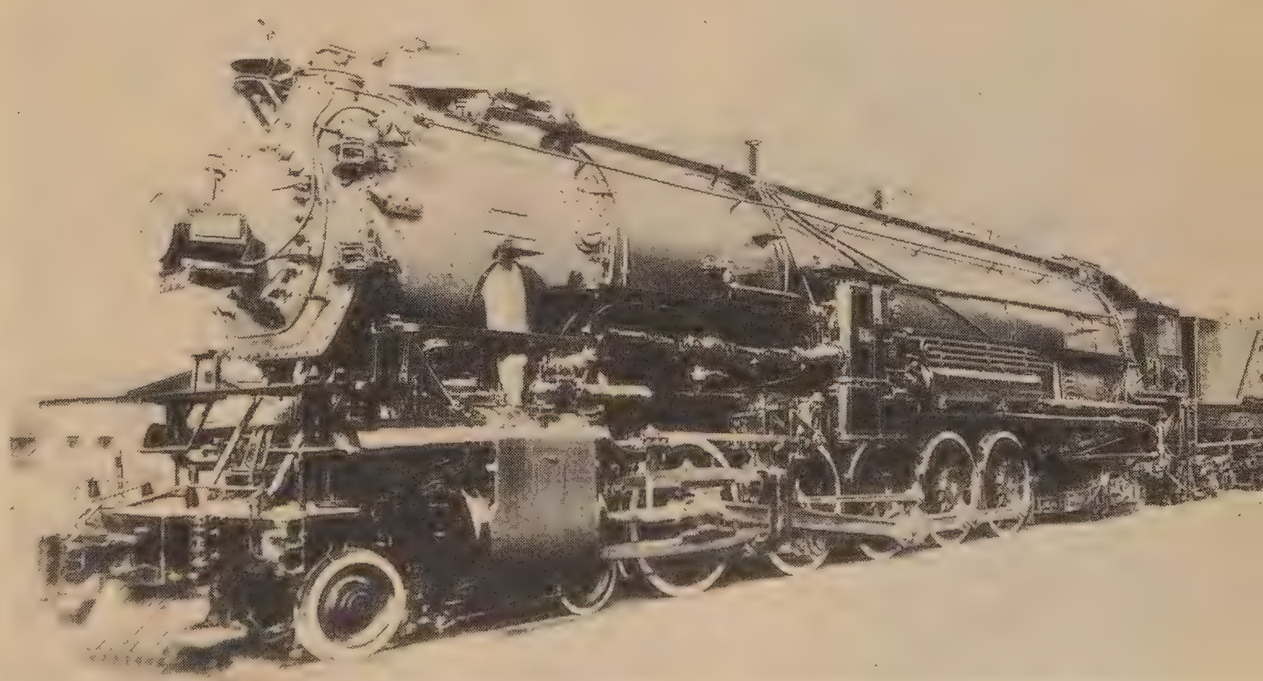
A close friend, Douglas Alikire of Monterey Park, Calif., met him for the first time when Jack was firing his little 4-8-2 on the LALS track. "The engine is so finely detailed that I just had to photograph it," Doug tells us. "Later, with Jack's help and encouragement, I began to build a super-detailed live steamer of my own. For this he loaned me blueprints, textbooks, and even parts from his own collection."

Joel A. Corbin, editor and director of the LALS magazine, *Engine Booster*, says the walls in Jack's home are decorated with engine pictures and scale blueprints and "the ample machine shop in his garage, similarly decorated, would be the envy of any hobbyist."

LALS members meet and operate their equipment in Griffith Park, Los Angeles, in an area adjoining the famous Travel Town. Today, Jack has a part-time job as assistant director of Travel Town, in addition to taking a course in the pattern shop of Santa Monica College. "Never too old to learn," he says. Working with him at Travel Town is a retired Santa Fe hogger, Allen P. Smith, who is building, in his own spare time, a beautiful one-inch-scale model of a Santa Fe 4-4-2.

"Travel Town has 16 locomotives on display," says Jack. "Also a Union Pacific dining car in which visitors can arrange to hold birthday or anniversary parties. Among the other exhibits are an antique depot used as a museum, handcars, trolley cars, and even wagons. Tourists come here from all over the world. I show them around, explain the various displays.

"Last March a couple of visitors showed their appreciation of my efforts by giving me a big, thick *Locomotive Cyclopedia*. Very recently a lady with a winning smile introduced herself as Kay Beach, expressed her interest in Travel Town and my work as tourist-guide, and told me her telephone number. I didn't imagine that this chance meeting would soon blossom into a romance, but it did, and now Kay and I see each other often and get along fine together." ●



(Left) Jack's late wife, Hazel, and their son, Jack, Jr. (Above) Southern Pacific 3-cylinder 4-10-2 type No. 5004, photographed by Jack Fesco in 1926. Huge loco had just been built.

CONDUCTORETTE

Fiction Story
by WILLIAM L. ROHDE

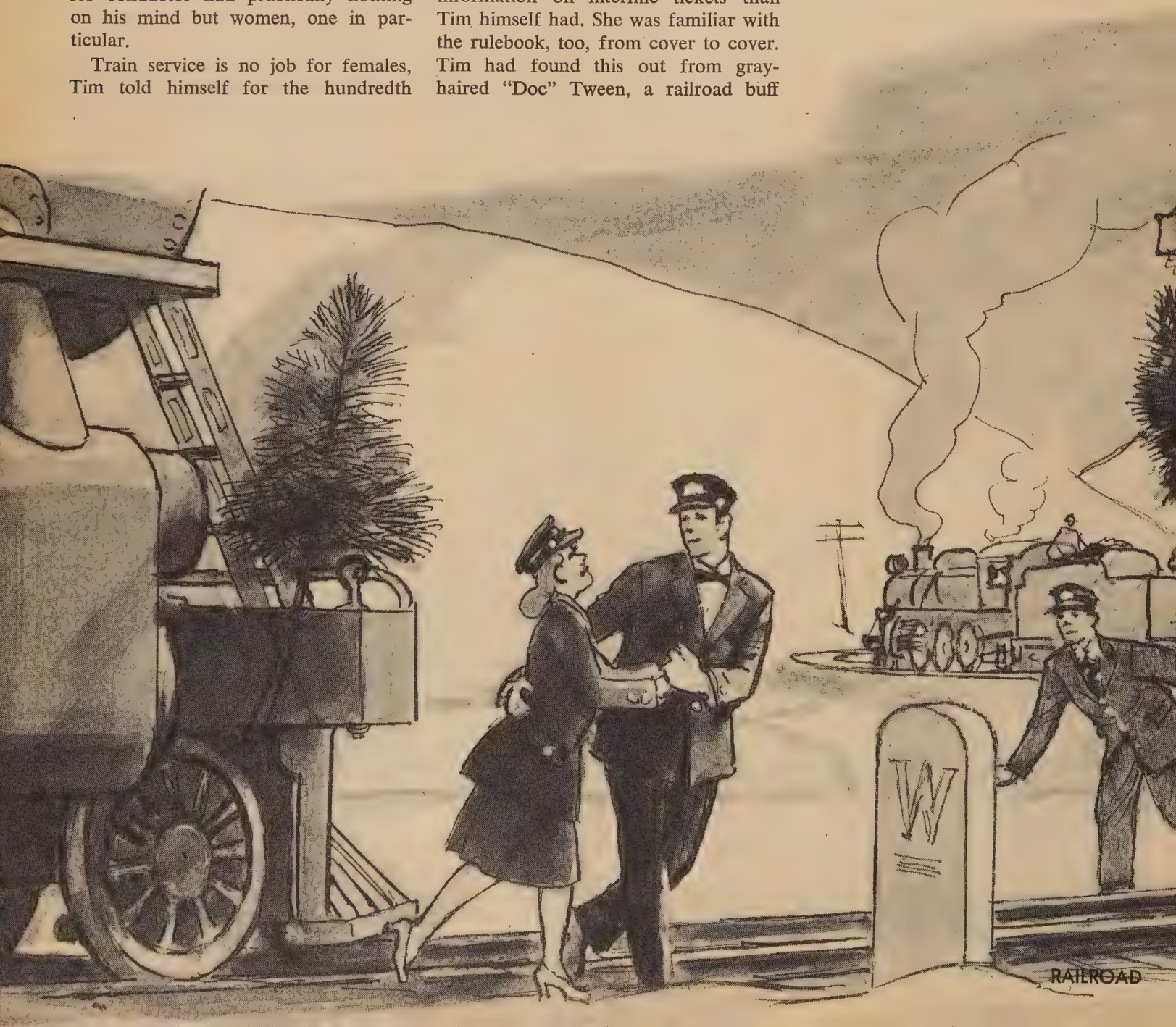
FOR ALMOST a year conductor Timothy O'Brien had worn a cheerful grin on his tanned young face when he came down to the Morton station each morning to take No. 70 on her 94-mile round trip to Hastings. Why shouldn't he? Not everyone had the run he liked best, and with only six years seniority.

Lately, however, some of the regular commuters were noticing that "Tim" had a somewhat dreamy air that puzzled them. But if they could have peeked into the skipper's mind on a brisk December morning as he stood near the steps of 70's rear coach, they might have understood that their bachelor conductor had practically nothing on his mind but women, one in particular.

Train service is no job for females, Tim told himself for the hundredth time. Let the girls do office work, but keep them off the trains. He had never given the question of trainwomen much thought until three months before, when a young brakeman named Horace Bradley had been bumped by P. Quinn, who turned out to be Phyllis Quinn, a short, active, and shapely little brunette with real pretty legs. Phyllis was a hard worker. She obeyed Tim with a prompt exactness that mildly annoyed him. She made him wonder whether or not he knew as much as she did.

Phyllis could do almost anything. She had borrowed tariffs from a friendly agent and had actually acquired more information on interline tickets than Tim himself had. She was familiar with the rulebook, too, from cover to cover. Tim had found this out from gray-haired "Doc" Tween, a railroad buff who amused himself on the morning and evening trips by asking Miss Quinn a rule by number and hastily looking it up himself in his old rulebook. Doc would grin from ear to ear when he found the girl was invariably correct, and would proclaim her intelligence to his fellow railfans. Doc appreciated beauty and brains.

Of course, as conductor O'Brien righteously told himself, he didn't begrudge Phyllis the job; it was just that he didn't like conductorettes. For one thing, she was too damn saucy and good-looking—"too sexy," he decided. The boys at his lodge kidded him. They



made ribald remarks about his new working partner—remarks which the conductor could only shrug off with feigned indifference. In self-defense he wished the girl would bid in on another run. Every pike, as you probably know, has its own gossip grapevine; and Tim's defensive jests usually were enlarged and relayed to Phyllis.

The first month on the job she had brought her conductor a cake, a small box of home-made fudge, and a dozen steam engine pictures that were really gems, for Phyllis was a railfoto fan as well as a conductorette. The skipper had accepted these offerings with thanks but avoided a tendency to become too friendly.

Today, his thoughts were confused. Even so, he did his best to greet the commuters with his usual cheeriness. "Good morning, Mr. Bates! . . . Good morning, Major! . . . Good morning, Mrs. Cohen!"

His steel-gray eyes strayed up the platform to settle on a small figure walking briskly past the express office. Here she comes! She walks with a positive strut—and why in hell does she have to wear that little blue hat marked "Trainman" set squarely on her head? I gotta admit she's a cute-looking sex symbol, he thought.

Now Phyllis Quinn was almost upon him. "Good morning, Mr. O'Brien!" she said efficiently.

"Morning, Miss Quinn."

She sailed right past, seeming tiny beside his six-foot-plus, and trotted toward the combine, where she'd hang her black shoulder-strap bag and fling a wisecrack at the expressman. Tim snorted. Then he turned to his task of starting the commuters off on a pleasant day, and checking watches and orders with Elmer Brandt, the engineer.

FIRST flurries of winter snow were starting to fall the day before Christmas as No. 70 left Morton "on the advertised," with a giant-size holly wreath outside the railing on the rear platform and many passengers carrying home well-wrapped packages or little evergreen trees for the holidays. I'd better begin toting overshoes on my run, the skipper thought as he worked his way through the smoking car. He collected tickets and sold an occasional fare with practiced smoothness, punching the commutation cards of the regulars with friendly greetings and advising the interline passengers of their changes and connections.

It was a thirty-mile run from Morton to Ayer, the first stop. Conductor O'Brien always had time for a few words with Doc Tween before Elmer whistled for the Ayer crossing. Today, however, he found Doc deep in a discussion of train-control methods with Miss Quinn. Peeking over her shoulder, he saw that the conductorette had a small volume entitled *What the Train Dispatcher Should Know*. Tim wondered, a bit sourly, if she now had her eye on the chief dispatcher's job, or perhaps she'd prefer to go directly to the assistant superintendent's chair.

The snow was falling in thick white clots when they stopped at Ayer. Tim exchanged the usual pleasantries with the two-score passengers who clambered aboard. "Really looks like winter . . . Merry Christmas! . . . Good morning, Miss Parks, Merry Christmas!"

On the ladder track of Ayer's small yard was Obie Watson in the cab of the local freight waiting to follow them to Hastings. The hogger gave his customary morning howdy-do, a staccato *wup-wup* on the whistle of his little 2-6-0. Conductor O'Brien swung a greeting and a highball at the same time, and Elmer eased No. 70 away from the station with a feather start.

When Tim entered the last coach he found Phyllis Quinn cooing at a baby and marking a timetable for its mother at the same time. The sight gave him a good feeling. Why didn't they hire these women as nursemaids or hostesses, instead of giving them men's work?

Seventy sped down the two-mile cut leading from Ayer. The young skipper felt the slack go in gently when Elmer touched her with a little air as they eased into the first double-S curve of the nine-mile downgrade to Northfield.

Knowing that few passengers could be expected to get on at Northfield, even on December 24th, he went forward to the smoker to sort and count his tickets. He had them arranged and neatly bundled just before the air was applied again, lightly at first, then with the master's touch of a skilled hogger who wanted to stop his load of varnish quickly but not badly enough to "big-hole" her.

No. 70 bunched up and ground to a stop with a screech of steel in a blue

cloud of acrid smoke from the baking brake shoes. Tim dashed from his seat and hit the cinders at a trot toward the head end, but then he slowed to a walk and laughed.

They had stopped at the highway crossing a mile from the Northfield station for an old jalopy stalled on the crossing. Elmer had done a nice job of easing her down after they swept out of the last S-turn, halting a good thirty feet from the stalled car.

The veteran crossing watchman, frantic because he couldn't get his gates down, assisted the sweating owner in trying desperately to push the relic off the tracks. After jovially advising the motorist to hire a horse, Tim and Elmer put their shoulders to the antique gas-burner, which then rolled clear with a creak and a rattle.

JUST as it cleared the tracks, a sound beating upon Tim's ears caused his breath to come in with a snap and the blood to pound in his ears. Above the soft sound of No. 70's panting kettle, he heard the hollow *woosh-clank* of Obie's 2-6-0 type as she came into the first of the two hillock-hidden reverse curves at their rear.

Tim had a grim mental picture of the situation as he sprinted for the tail end. Obie Watson, grown a little careless after six years on the same run with the identical routine every day, had eased out of Ayer yard behind No. 70. Eager to get home, he and his crew evidently had developed the practice of going down to Northfield for a clearance instead of waiting for the block at Ayer. This pre-Yuletide morning the unpredictable had happened. If Obie were to come around the last curve with any speed at all he would give No. 70 a nasty bump, maybe worse.

Curious passengers, who had descended to learn the cause of the unscheduled stop, jumped out of the way as Tim sped past the third coach. He was running like a deer now, knowing that even if he could make the fifty yards from the tail end to the curve, Obie would have a hard job stopping his heavy, drifting freight on the grade. The youthful skipper estimated how long it would take Elmer to hoist his rheumatic carcass into the cab and get No. 70 moving enough to ease the shock. If only he had a good man on the flag, conductor O'Brien sighed, an oldtimer who believed in going back and staying back instead of hanging around hoping for a whistle signal!

Sheer luck or a miracle could avert a crash that might cost them all their jobs. As Tim increased his pace, he saw a small blue figure carrying a red flag disappear around the curve ahead. The figure was in the center of the track and running with an odd, somewhat wobbly, but ground-eating stride.

When 70 had stopped at the crossing, Phyllis Quinn had calmly taken her flag and a couple of torpedoes and started to walk to the rear. Many trainmen hardly bother to protect the rear of their trains in these days of CTC and automatic blocks; but Phyllis had received a rigid education in railroading from her father, a mountain division trainmaster. She had heard him say at least a dozen times as he pounded a fist for emphasis:

"Many lives have been lost by not properly protecting trains. When your train stops, don't hang around and hope for whistle signals. Go back every time and go fast."

The girl recalled a few times he had caught men carelessly handling rear-end protection, and had laid them off on the spot pending an investigation. She was thinking of this now and smiling as she walked back through the falling snow, proudly clutching her flag and sniffing the brisk air. Winter was such a wonderful season when you were young and had an interesting job that let you get outdoors.

Then the gust of sound that had chilled Tim's spine drifted over the hills to her ear. She analyzed the clatter in a second. Here comes Obie Watson, and he has to be stopped.

The roadbed shoulders were narrow and rough, so she jogged along in the center of the track, trying to strike every other one of the snow-hidden ties. Cinders and snow bounced up and squeezed into her galoshes where they scratched her feet. Her breath came in gulps as she rounded the curve, twisting her neat little ankles on the unevenly spaced sleepers. But somehow the girl kept her balance; and when her hat went cartwheeling into the ditch, she boldly pulled her skirt up to run high-kneed like a man.

Her head felt heavy and a tight band around her throat almost kept her from breathing. She stumbled again, but as she saw the boiler front of Obie's engine across the angle of the hairpin curve she waved her red flag in a wide washout. Off the right-of-way she staggered, into brambles that tore her last pair of nylons and into burrs that stuck to her skirt.

On the freight engine there were a few tense seconds as the fireman and brakeman prepared to "join the birds" via the heaving gangway. Engineer Watson, although careless of rules and violating half a dozen Federal regulations on the following of passenger trains, had seen the petite figure with the flag and had applied the air. He big-holed his kettle and felt the weight of the heavy machinery gondolas slap the little engine as they protested against the sudden downhill braking.

They passed the panting and sobbing female flagman, now sagged against a telegraph pole, and rounded the last curve. Then they passed the still-marathoning conductor O'Brien and groaned to a stop ten yards from No. 70's rear coach.

Tim staggered 'round the curve to praise his flagman, and the next thing he knew was holding her not too awkwardly as she stifled her sobs and regained her breath.

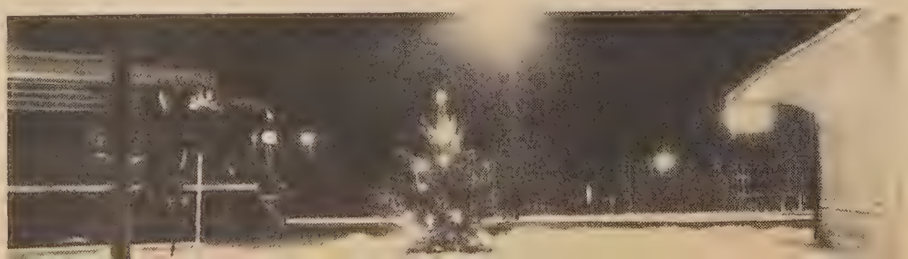
A FEW DAYS after Christmas, gray-haired Doc Tween leaned from his seat to glance ahead through the open door of the combine. His kindly old eyes twinkled with merriment as he said to the man sitting beside him: "Take a look, Ed. You don't often see a conductor kissing a brakeman."

Ed twisted his head, staring into the baggage compartment with a grin. "How're they gettin' along?"

"Fine! Just fine! They were up to our place for dinner last night. Tim O'Brien says he married her because he wanted to keep the best brakeman on the road."

Ed laughed and said casually: "Wonder if this is the only railroad to have a man and wife on the same train crew? Have you noticed how cheerful the bridegroom in these days?"

Doc nodded and leaned back. "Yep, he never refers to her any more as a conductorette." ●



Information Booth

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 ***How many (a) locomotives, (b) passenger cars, and (c) freight cars does the Canadian Pacific have? (d) What are the "new look" CP markings?***

(a) 1,100. (b) 800. (c) 87,000. (d) Circle and triangle at one end of loco or freight car, extending to full height of unit. "Action red" body with white circles is being applied to most freight cars. Other color schemes identify certain specialized equipment, such as: *Hopper cars*: black with white circle and red triangle. *Newsprint cars*: green with white circle and black triangle. *Controlled-temperature cars*: aluminum with white circle and red triangle. *Insulated or heated cars and cabooses*: yellow with white circle and black triangle.

2 ***Which road had the initials CB&NRR (embossed on a switchman's lantern in my possession)?***

Probably the Chicago, Burlington & Northern, now part of the Chicago, Burlington & Quincy, but possibly the Cotton Belt & Northern, abandoned.

3 ***When did the Florida East Coast abandon its New Smyrna-Orange City Jct. line?***

Between Sept. 1933 and Dec. '34, according to FEC hobbyist Seth Bramson, 8035 Cecil St., Miami Beach, Fla. 33141. Stations on this 26½-mile branch were New Smyrna, Glenco, Samsula, Indian Springs, Lake Helen, Orange City, and Orange City Jct.

4 ***Do you know the story behind a little tombstone that I saw recently on the right-of-way of the Illinois Central's Champaign District near milepost 182, north of Neoga, Illinois? The epitaph is: "Luther, son of Stephen & Priscilla Wait, died Nov. 5, 1852."***

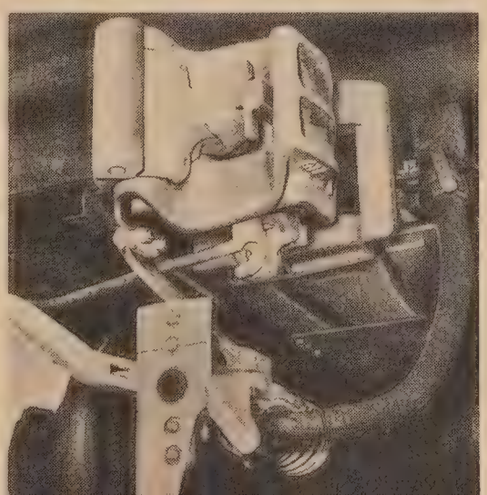
Actually, there are *three* graves, within a stone-bordered plot almost hidden by wind-swept grass: those of Harvey Parks, son of S. D. and P. A. Parks, in addition to Luther and Mariah Wait. All three were small children of pioneer families. When the railroad bought its right-of-way in 1853, the deed of sale specifically excluded a portion of the land "opposite to two graves." From that day to this, the IC's official right-of-way map has shown a tiny rectangle near milepost 182 as a "burial ground."

Mariah and Luther were laid to rest before the surrounding ground became IC property. Harvey Parks, presumed to have been a relative, was interred in 1854. Three gnarled old trees still guard the spot where three youngsters are sleeping out eternity, a cedar for each of the Waits and a fir for Harvey.

Lon E. Bishop, a retired section foreman, recalls that in 1918 water running off the right-of-way toward Brush Creek threatened to wash out the little graveyard. So H. Battisfore, who was then division superintendent, told Warner Roby, the section foreman at that time: "I don't care how much it costs or what it takes, keep the water off those graves!" Bishop remembers helping to unload 3 or 4 carloads of riprap which had been brought in to shore up the graves and divert the water flow around them.

Some years later the three trees had grown so tall and bushy that they interfered with power lines. Linemen "topped" the trees to clear the wires and left the discarded branches and limbs covering the graves. In the early 1950's, when the railroad was engaged in digging a deep ditch, a dragline operator working in the vicinity called attention to the headstones, and the ditch was routed around them.

New "Compatimatic" knuckle coupler, showing optional automatic air-hose connector (see item 5, above right).



5 ***What is a Compatimatic coupler?***

That is the trade name for a recently developed product of Midland-Ross Corp., National Castings Div. (See photograph.) It can mate with all standard knuckle couplers now in use and includes many knuckle-coupler components standardized by the Association of American Railroads. It works by sensitivity to an opposing knuckle; when the other coupler is withdrawn, the Compatimatic unlocks itself and remains open, ready to couple up again without manual preparation. An optional feature is an automatic train-line air connector, which, of course, works automatically only with another Compatimatic.

6 ***How is Japan's New Tokaido high-speed line doing financially?***

Operated at a loss for its first two years, the line began to show a profit in 1966, and Japanese National Railways reports a profit of $96,000,000 on this line alone for 1967. Concurrent with increasing revenue from the New Tokaido line is an outlook toward elimination of unprofitable ordinary lines, which number 228 (14 earn profits).

7 ***Has a poem ever been written about a pay-car?***

Yes. Earle Franklin Baker, retired Pennsy section hand, wrote one entitled "The Old Pay-Car," as follows:

The iron pike's changed a mighty lot
Since good old days gone by,
Most 'specially the section gang—
Regrets I'll not deny.

We fellers used to count th' days,
Like circus, when we knowed
Month end would bring th' old pay-car
A-gleamin' down the road.
We'd drop our shovels and spike-mauls
And throw our chew away;
We'd laugh an' joke a little bit—
The pay-car's here today!

All that has changed and passed away;
They've got some new device,
Replacin' men and the old hand-car
An' does it might nice.
But in spite of all their gadgets new,
For repair of train and track,
I wish they'd kept the old pay-car
A-rollin' down the track.

8 ***What are the classes of Budd Rail Diesel Cars?***

RDC-1: all-passenger model, 89 seats; RDC-2: 70 passenger seats, 17-foot baggage and express compartment; RDC-3: 48 seats, 17-foot baggage and express compartment, and 15-foot Railway Post Office compartment; RDC-4 (shorter than the others): a 31-foot baggage and express section and 30-foot RPO or bulk mail section; RDC-9: similar to RDC-1 but with one motor and no controls, for use in trains with the other types. Some roads have had modifications of these standard designs.

9 ***Which companies built streetcars in Canada?***

Including both commercial carbuilders and streetcar lines which built their own cars, we know of the following:

Ahern & Soper, Ottawa
Ottawa Car & Manufacturing Co., Ottawa
Crossen Car Co., Cobourg, Ont.
N. and A.C. Lariviere, Montreal
James St. Charles Omnibus Co., Belleville, Ont.
Silliker Car Co., Halifax, N.S.
Nova Scotia Car Co., Halifax, N.S.
Toronto Railway, Toronto
Montreal Street Railway, Montreal
Quebec Railway, Light & Power Co., Quebec
Patterson & Corbin, St. Catharines, Ont.
Canadian General Electric Co., Peterborough, Ont.
Rhodes, Curry & Co., Amherst, Ont.
Preston Car & Coach Co., Preston, Ont.
Canadian Brill Co., Preston, Ont.
National Steel Car Co., Hamilton, Ont.
Canadian Car & Foundry Co., Montreal
Dominion Car Co., Montreal
Rathbun & Co., Deseronto, Ont.

10 ***What was the extent of the New Haven's center-third-rail electric operation around the turn of the century?***

This 600-volt d.c. experimental electrification proved fairly successful in limited application, before the advent of the road's 11,000-volt long-distance a.c. installation between New York City and New Haven. The third rail, shaped in cross-section like an inverted V, was mounted on insulators in between the running-rails, projecting slightly above them. This system was first installed on half a mile of the Nantasket Beach branch, in Massachusetts, in 1896. The rest of this branch had been electrified the year before with overhead trolley wire and with large "toastrack" passenger cars which looked like oversized open city streetcars. Some trouble was experienced with trolley poles coming off the wire at speed, so the remainder of the branch was given the third-rail system, and cars were fitted with pick-up shoes so the motormen could change over from one system to the other.

Later that year, the same third-rail electric system was installed on several more NH branches: New Britain to Hartford, to Berlin, and to Bristol, all in Connecticut; and the Nantasket Beach electrification was extended to Braintree Mass., and in 1899 from Nantasket Junction to Cohasset. In 1901, a similar installation was made from Providence, R.I., to Fall River, Mass., with a branch from Warren to Bristol, R.I., also electrified. Altogether, the New Haven's center-third-rail installations added up to about 41 route-miles. Passenger motor and trailer cars were used, both types having pick-up shoes and usually run in trains of two or more cars to cover gaps at highway crossings and turnouts.

Subsequent NH electrifications were with overhead wire, however, as development of such installations progressed. The center-third-rails were given up on the Nantasket Beach branch in 1904, and on the lines around New Britain, though we understand that the Providence-Fall River installation lasted until 1932.

11 ***During the change from KC to AB air-brakes in the 1930's, were KC-equipped freight cars restricted to either end of a train?***

"No," says Missouri Pacific freight conductor William T. Church, 1011 W. 52nd St., North Little Rock, Ark. 72118. "Oldtime MP enginemen and conductors, some with over 50 years' service, tell me that they do not remember any restrictions placed on KC-equipped cars with regard to their placement in trains." The AB brake was developed to meet the demand for a quicker-acting mechanism required by the widespread use of larger freight cars carrying heavier loads. It was made standard by the ICC for new freight cars built after Sept. 1, 1933, and older cars rebuilt after Aug. 1, 1937, and compulsory for all freight cars used in interchange after 1944.

12 ***Where can I get the addresses of public relations departments of overseas railways?***

Jane's World Railways, a large, costly volume published in Great Britain and available in many North American reference libraries, contains the addresses of all known common carriers. Write to the public relations departments at those addresses. The Oct. '64 *Railroad Magazine* listed the names and addresses of public relations men on U.S. railroads, but that list is no longer up to date. Consult a recent *Official Guide* for the latest North American information.

13 ***What is the Pittsburgh, Youngstown & Ashtabula Railway?***

A Penn Central subsidiary. Since its incorporation in 1906 (the year our magazine was founded), it has been leased to the Pennsylvania Co. (Pennsylvania Railroad holding company), except that since 1918 it has been leased directly to PRR and now to PC.

Running Extra

In hope of settling some recent questions over the date when the Santa Fe's *California Limited* was finally discontinued, R. F. Hartney, Box 324, San Bernardino, Calif. 92402, tells us that AT&SF Los Angeles Division employees' timetable 147 (effective April 25, 1954) shows trains 3 and 4 as the *California Limited*, but that the next issue, 148 (effective June 6, 1954), omits an ymention of it. "The last run was on June 4, 1954," he writes. "Consist included three diesel Fairbanks-Morse units, an express car, two baggage cars, five chair cars, a lounge car, and three Pullmans: *Isaac Newton, Centlawn,* and *Kiowa Tribe.*"

Additional facts come from Santa Fe employee Edward Mahoney, 9417 W. 64th Way, Arvada, Colo. 80002, who says he has a collection of Santa Fe public timetables from as far back as 1878, including at least one issue per calendar year since 1920. "Here's a resume of the *California Limited*'s downgrading and demise," he writes. "Dates shown are not necessarily those of actual changes but dates of my earliest timetables showing such changes."

All-Pullman until some time in 1938
12/18/38: Tourist sleeper and chair cars were added.
7/2/50: A diner only between Chicago and La Junta Colo. Meals in Harvey Houses in Albuquerque and west of it.
1/10/54: Rerouted via Amarillo. Diner between Wellington, Kan., and Gallup, N.M. Meals in Harvey Houses east of Wellington and west of Gallup.
1/2/55: Train has lost its name. Now shown as Nos. 3 and 4, running only between Kansas City and Carlsbad, N.M., with Pullman, chair car and snack-chair car.
4/24/55: Operates between K.C. and Los Angeles with chair car and snack-chair car.
10/30/55: Same as above, except Pullman is added.
4/28/57: Between K.C. and L.A. no equipment listed, hence a head-end train with rider coach.
Spring 1958: Same as above, except only between K.C. and Gallup. East of K.C. and west of Gallup it is consolidated with unlisted Chicago-L.A. mail-express trains 7 and 6.
10/19/67 (presumably actual date): This train, also Nos. 7 and 8, discontinued.

Good, sharp action views of Southern Pacific's current diesels are sought by John Parson, Chatham Publishing Co., P.O. Box 283, Burlingame, Calif. 94010, for 1968-'69 *SP Motive Power Annual*. Photos of Cotton Belt Route's (St. Louis Southwestern) contemporary locos are also needed; SSW will be included in the next *Annual*. We reviewed the 1967-'68 edition last month.

"The 3-foot-gage Rye & Camber steam tramway was opened in 1895," writes D. Burrell, Mainfield, Ismays Rd., Ightham, Kent, England, in answer to a query in our September department. "It operated until 1940, when the 2½ miles of track were lifted for scrap. There were two 2-4-0T locomotives, named *Camber* and *Victoria*, built, I believe, by Bagnall in 1895 and '97 and sold in 1926 and 1937, respectively. To replace them, a 4-wheeled petrol locomotive appeared in 1925 and lasted until closure.

"Can anyone furnish color photos of present Bangor & Aroostook locos and rolling stock? I am interested in their paint scheme, for modeling."

"When were crosstie dating-nails first used?" asks Paul H. Meadows, General Delivery, Pierceville, Kan. 67868, who collects them. Dating-nails indicate the year in which a crosstie or bridge piling was set in place. Each has the last two digits of the year stamped on the head, and is usually driven into the upper surface of a tie or into some visible side of a piling. How many different styles of dating-nail are there? Does anyone else collect them?

"Baldwin Locomotive Works built a Vauclain Compound 4-6-0 in about 1892," writes Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138, "which was intended as a demonstrator to get railroads interested in this type. Given road number 82, she was used to haul a train of 20 smaller Vauclain Compound tank engines to Chicago for the elevated lines there. Pennsy had a 4-6-0 Vauclain Compound, No. 1502. She did not perform well and was returned to Baldwin, rebuilt as a simple engine with smaller drivers, and sold to Mt. Carmel & Natalie RR., which became part of the Philadelphia & Reading in 1907. Was this loco originally the demonstrator, No. 82?"

"How many cars were built by Kuhlman in 1917 for Buffalo & Lake Erie Traction Co.?" asks Bill Gordon, 811 Garson Ave., Rochester, N.Y. 14609.

"There have been several two-level railway stations in the U.S.," writes John C. Gerard, 2830 Taylor St., Hollywood, Fla., "but were there any three-level stations other than the one at Washington Ave., St. Louis, at the west end of Eads Bridge? At ground level was a Wabash suburban service; at the second level were tracks used by CB&Q, Chicago & Alton, MKT, C&EI, and others. The uppermost level was for trains using the Eads Bridge, which meant most of the traffic to and from the East."

There have been several three-level stations, if one counts subway or elevated rapid transit lines. Lackawanna terminal at Hoboken, N.J., at ground level, has Hudson Tube trains below it and once had Public Service elevated trolleys above it. The PRR 30th Street Station in Philadelphia has two levels for Pennsy trains, a third for Market St. subway-elevated trains. Boston's South Station once had an elevated line passing it, in addition to the subway below it. And New York's Grand Central Terminal has two levels for Penn Central and New Haven trains, three levels for Interborough subway trains, and once had an elevated station in front of it. Was this the only six-level station?

"From which road might a switch key of mine have come?" asks Morris W. Abbott, 33 Driftwood Lane, Milford, Ct. 06460. "One side is lettered SRR with another S below; the other side is marked Ritchie & Son, Newark, N.J."

"Is a history of the Wisconsin Central available?" queries Erling Holte, 1110 Schulz Court, Colorado Springs, Colo. 80909, who also seeks data on a railway which ran from Stanley to Jump River, Wisconsin.

Different roads having trains bearing the same names fascinate Ted Gay, 6 Northview Dr., Morris Plains, N.J. 07950, who compiled the following list from old *Official Guides*. Not all such trains were contemporaneous, however. Who can add to these?

Westerner: T&P, DL&W, NKP.
Twilight: DL&W, NYC.
Mountaineer: NYO&W, CPR-Soo.
Ambassador: B&O, CNR-CV-B&M-NH.
Southerner: PRR-SR, MP.
Owl: DL&W, NH, CNR, SP.
Washingtonian: PRR-NH-B&M-CV-CNR, Erie-P&LE-B&O.
Southwestern Limited: IC, NYC.
Fast Mail: NYC, PRR, SP, CB&Q, C&NW, CMStP&P, GN.
The Mail: NYC, UP, GM&O.
Metropolitan: PRR, B&O.
International: GN, CNR, PRR.
Gull: B&M-CPR, CNR.
Lake Cities: NYC, Erie.
Gulf Coast: M&O, PRR.
Canadian: CNR, CPR.
Dominion: PRR, CPR.
Night Express: CNR, CPR.
Fort Pitt: PRR, B&O.
Daylight: IC, SP.
Tennesseean: MP, PRR-N&W-SR.
Pacemaker: NYC, C&NW.
Chicago Express: AT&SF, CPR.
Cavalier: CNR, N&W.

And here are some passenger trains with nearly-alike names:

Merchants Express: DL&W; Merchants Limited: NH.
Lake Shore Limited: NYC; Lake Shore Express: CNR.
Northwest Express: UP; Northwestern Limited: C&NW.
Empire Express: NYC; Empire State Express: NYC; Empire Builder: GN.
New York Special: NYC; New Yorker: DL&W-NKP.
Fifth Avenue Special: NYC; The Fifth Avenue: NH.
Arrow: CMStP&P; Red Arrow: PRR.

Photos, rosters, data, and memorabilia of the old 3-foot-gage New York & Pennsylvania are wanted by Hugh Guillaume, 1629 W. 13th St., Wichita, Kan. 67203, for a history he is writing. It was abandoned around 1930.

"Which road has purchased the most new Electro-Motive diesels up to now?" asks John Logacz, 3982 Van Buren St. N.E., Minneapolis, Minn. 55421. "And likewise for Baldwin and Alco?"

Commenting on Bill Jenner's remarks about the old Virginia & Tennessee in our October issue, Don A. Bromberg, TSgt., USAF Retd., U.S. Soldiers' Home, Washington, D.C. 20315, adds: "The *Lynchburg & Tennessee* was chartered in Virginia in 1836. Due to difficulties in financing, the charter was allowed to lapse. In 1848, the road was rechartered under the same name, and in 1849 was renamed *Virginia & Tennessee* before construction was started. In 1856, the line was completed from Lynchburg, Va., to the state line at Bristol, 204 miles. It was 5-foot gage.

"In 1870, the Va. & Tenn., the Norfolk & Petersburg, and the Southside merged to form the Atlantic, Mississippi & Ohio, a 408-mile line between Norfolk and Bristol. From 1876 to 1881, the AM&O was in receivership, and was then sold at foreclosure. It was reorganized as the Norfolk & Western on May 3, 1881."

Adding to the Canada Southern information in our October department, Kirk F. Hise, 510 West St., Genoa, Ohio 43430, writes: "There were two lines of the CS in Michigan: the Toledo, Canada Southern & Detroit from Toledo, Ohio, to Detroit, Mich., and the Chicago & Canada Southern from Grosse Isle to Fayette, Ohio. They crossed south of Detroit and were operated separately.

"In 1879, the Lake Shore & Michigan Southern bought much of the C&CS capital stock and many bonds. Michigan Central obtained control of the TCS&D about 1883. Although controlled by the Vanderbilt interests, the lines were under separate managements. In 1897, the C&CS from Trenton to Dundee, Mich., was sold to the Detroit & Lima Northern, which was to become the Detroit, Toledo & Ironton years later. Both the MC and the Lake Shore lines became New York Central subsidiaries, hence the Canada Southern lines also were consolidated. Parts of the latter were abandoned, but the Penn Central still operates trackage from Grosvenor Jct. to Morenci, Mich.

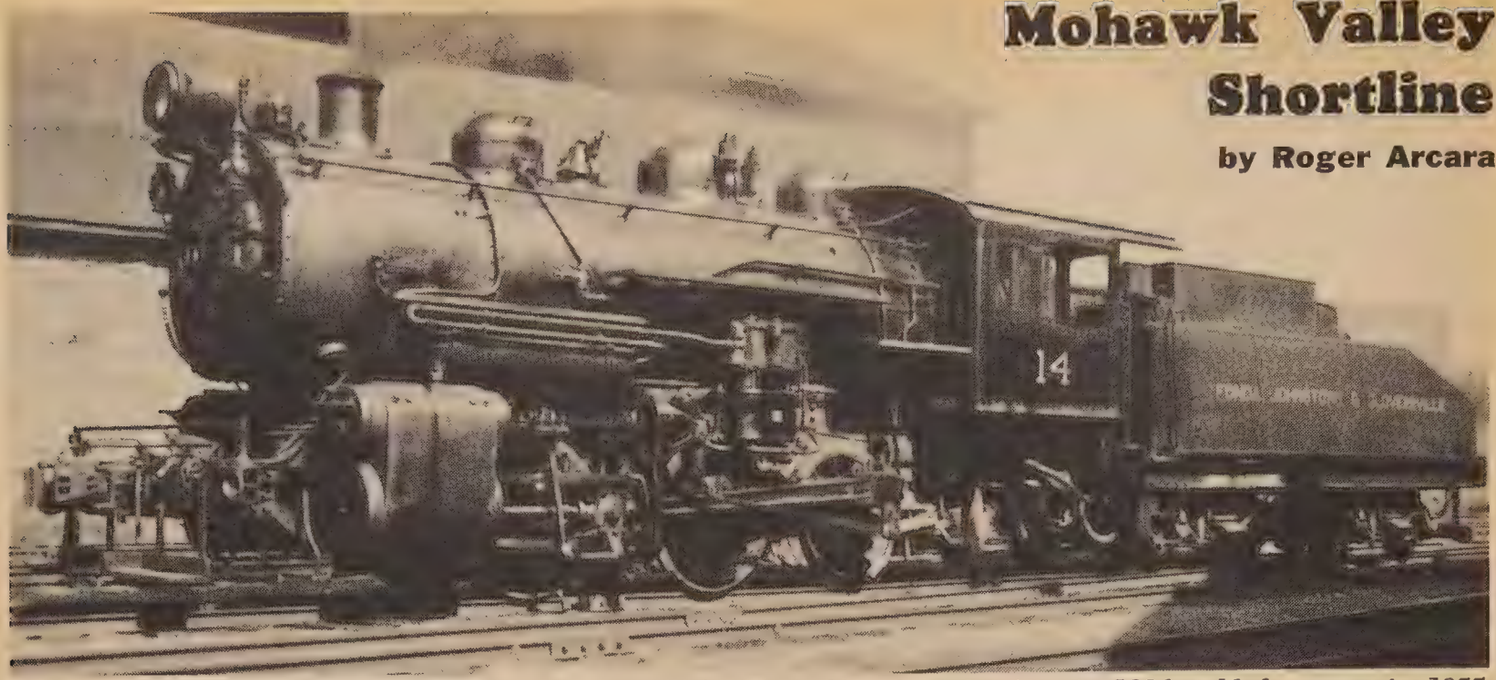
"The Toledo-Detroit lines of the NYC and MC after about 1914 were operated as one double-track line, MC northbound, NYC southbound. There are still separate seniority lists for men working these lines between Toledo and Detroit."

A recent movie, *In the Heat of the Night*, shows GM&O loco No. 103 in passenger service as well as a couple of Missouri Pacific freights. John Richeson, 721 W. Minnesota Ave., DeLand, Fla. 32720, asks where these scenes were filmed. We understand they were made around Sparta, Miss.

Information about Grand Trunk Western steam locos 1579 and 1599 (both 4-6-0) is sought by Harry R. Wales, 2324 Fassel Ave., Burlington, Ont., Canada, who has photos of them and wants to know their boiler-pressures, wheel diameters, etc.

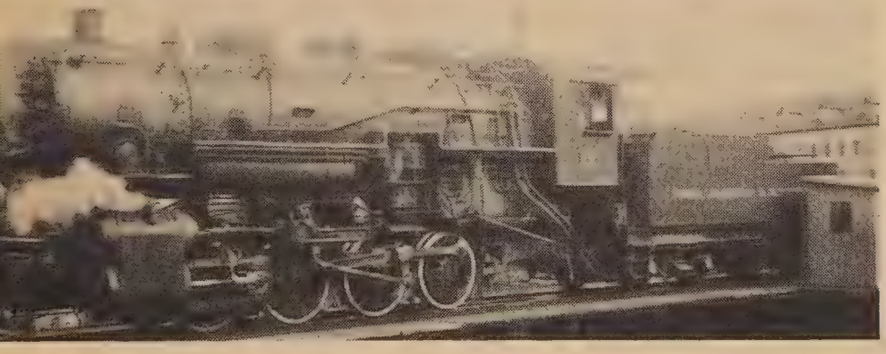
Mohawk Valley Shortline

by Roger Arcara



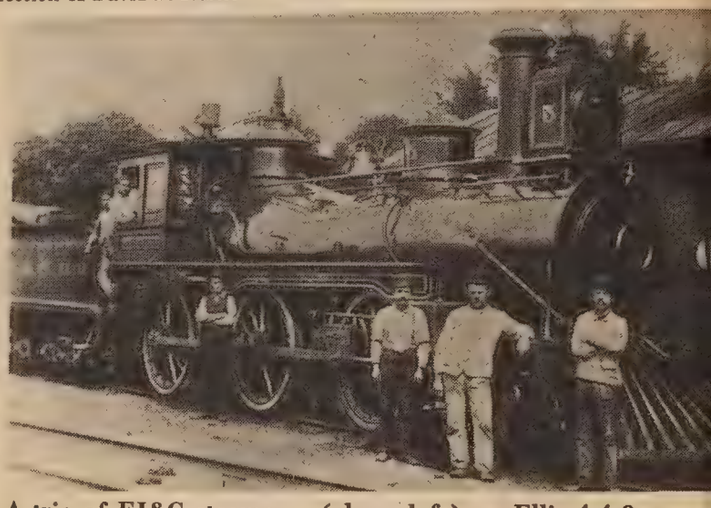
No. 14 was the newest Fonda, Johnstown & Gloversville steam loco, built by Alco in 1926, sold for scrap in 1955.
Collection of Roger Arcara

Collection of David F. Nestle, R.D. 2, Ray Rd., Greenwich, N.Y. 12835



Collection of Roger Arcara

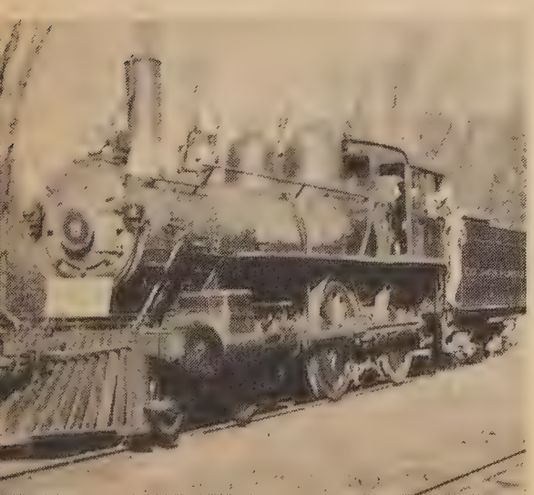
Collection of David F. Nestle



A trio of FJ&G steamers: (above left) an Ellis 4-4-0 built about 1871, first of two engines to bear the number 1; (above) the second No. 5, a 2-6-0 (first No. 5 was a 4-4-0); and (left) the second No. 11, an Alco 0-8-0 built in 1923 and scrapped in 1948. (First 11 was an 0-4-4T from N.Y.'s Manhattan Elevated).

NESTLED amongst the foothills of New York State's Adirondack Mountains, the Fonda, Johnstown & Gloversville today is a 19.7-mile line which interchanges freight with the former New York Central's main line at Fonda, in the Mohawk River Valley west of Albany, and hauls it to and from on-line industries as far as Broadalbin. Daily trains are handled by one of two Alco 1,000-hp. diesels, with extra service provided as demand warrants.

In this era of railroad mergers and branch-line abandonments, it is refreshing to come across a shortline such as this, with its bright orange, yellow, and black locomotives reflecting pride in its independent ownership and management, and its single-track right-of-way with numerous sidings unassimilated into any larger system.



Collection of Roger Arcara

No. 9, a Schenectady 4-4-0 built in 1900, at Broadalbin on Oct. 27, 1946, working an excursion for Albany's Capital District Railroad Club.

But pride in its ability to keep going independently is a tradition of nearly a century's standing on the FJ&G. For many years the FJ&G was a transportation empire in the area as far upstate as Northville and as far southeast as Schenectady. Indeed, it was the bloodstream of life in its territory before the widespread use of private automobiles. It operated steam freight and passenger service, local horsecars, urban electric trolley lines, electric interurban routes, motor trucks, and buses.

In summer it was the "Sacandaga Route to the Adirondacks," carrying vacationers from downstate and other areas to connections for the many popular (and some isolated) mountain resorts or to its own large resort and amusement park at Sacandaga Park. All

year 'round it brought people and goods to Schenectady, home of General Electric; to Amsterdam, a carpet manufacturing center; to Johnstown and Gloversville, noted for their tanneries and leather-products industries; and smaller towns along the line. Through good times and bad, the FJ&G kept going, for in those days it was well-nigh indispensable.

The depression of the early 1930's and the encroachment of motor-cars began to erode the prosperity of the Fonda, Johnstown & Gloversville. Passenger business declined, with the electric lines first to succumb. The late 1920's and early '30's saw conversion of local trolleys, then interurbans to buses, with the last electric operation in June, 1938.

The steam road was dealt a severe blow in 1930 when the damming of the Sacandaga River as part of the state flood-control system inundated much of the FJ&G's northern territory and right-of-way, forcing abandonment of the line from Gloversville to Northville. What passenger service remained eventually became a mixed-train affair. Even this dwindled to an end in the 1950's, leaving the line to haul freight within the confines of its present limits.

For some years, the FJ&G operated at a deficit, which led to every possible economy, such as sale of its bus lines; scrapping of surplus equipment, including the regrettable demise of 4-4-0 and other steamers which had lasted into the late 1940's (one 0-6-0 survived to 1955); and sale of a gas-electric car and a GE 380-hp. diesel switcher when they were no longer needed. However, under the recent guidance of W. H. Green, general manager and treasurer, the line climbed back out of the red in 1967, with new industries adding to the business. Rather than languishing, the FJ&G management seeks new commerce. Its entry in the *Official Guide* indicates its flexibility and the availability of new trackside industrial sites.

The fine scenery, steep grades, and rich history of the FJ&G make the line a "natural" for tourist-type steam passenger service. Mr. Green, himself a railfan, would like to see just such a development. But there are numerous obstacles to be overcome, though inaccessibility is not one of them. The line is convenient to popular vacation motor-car routes and is not far from the Albany-Schenectady area. With the centennial of the first FJ&G train due in 1970, the restitution of steam passenger trains would be most appropriate. In any event, here's a shortline which seems likely to be with us for many more years.

(Much of this information came from *"Steam and Trolley Days on the FJ&G,"* by David F. Nestle and William R. Gordon, published in 1958 and now out of print. We understand Nestle is soon to publish a new book on the FJ&G. (See also review of Gordon's latest book, page 60.) ●

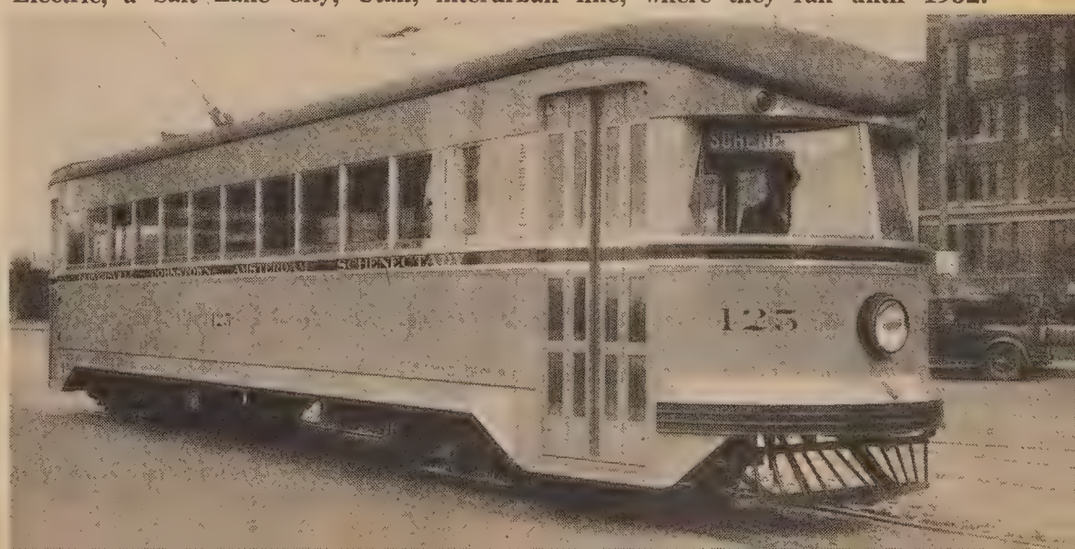
No. 104 was one of twelve 55-foot interurbans built by St. Louis, 1903-'04. Collection of David F. Nestle

Electric division of FJ&G used a wide variety of city and interurban cars. No. 30 (right) was originally an open car built in 1902, and was rebuilt to a closed car in 1919. Collection of Roger Arcara

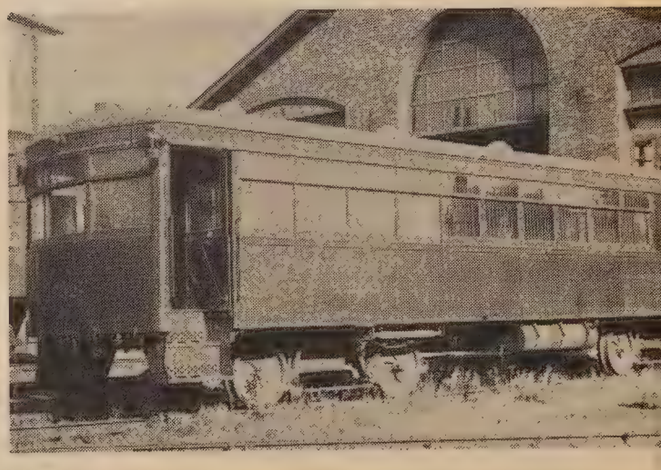
Trolley locomotive No. 10 (originally No. 1) was built by Taylor in 1903, handled freight and work trains on FJ&G's electric division. Collection of David F. Nestle

General Electric photo, from David F. Nestle

If this FJ&G speedster, built by Brill in 1931, reminds you of a Philadelphia & Western "Bullet" rapid-transit car, the resemblance is real: both were designed around the same time and for similar service. The FJ&G cars were smaller, single-ended, and equipped for street-level loading. They were sold in 1940 to Bamberger Electric, a Salt Lake City, Utah, interurban line, where they ran until 1952.



No. 340 was a gas-electric car built by Brill in 1929 and bought in 1938 from Huntingdon & Broad Top Mountain RR. (Left) At Gloversville depot, 1943. (Above) In later paint scheme, with end rebuilt after accident shown at bottom of next page. (Below) One of 3 Brill railbuses built in 1922.



Eight-wheel caboose No. 2 and 4-wheeler No. 1 on a 1950 fantrip. Both were saved for museums.

Old Gloversville depot, now closed, was still in use in 1950, when this fantrip, with coaches now gone, paused there.

No. 30 was a 380-hp. General Electric switcher built in 1941 and bought from the Washington & Old Dominion in 1951.

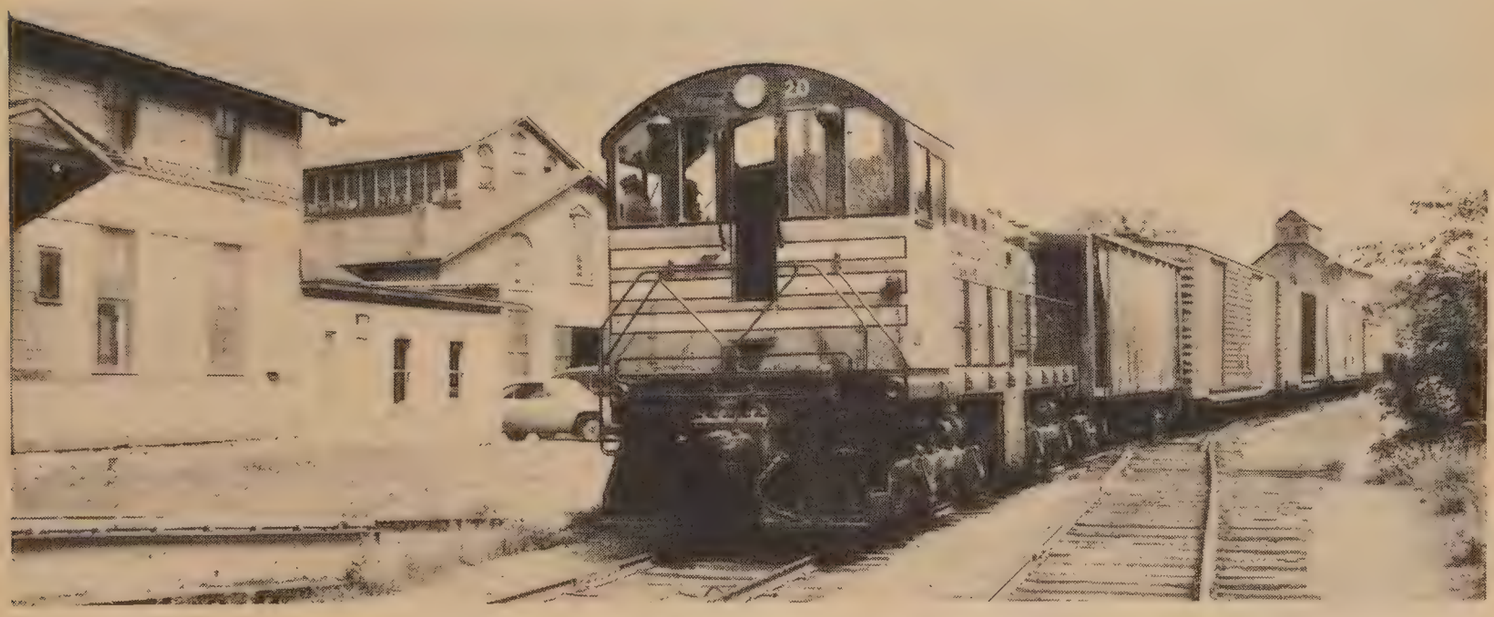
Photos on this page by, or from collection of, Roger Arcara

Fonda, Johnstown & Gloversville today uses two Alco 1,000-hp. diesels; caboose No. 3 is painted bright orange.

New York Central's GM No. 8429 meets FJ&G's Alco No. 20 at the interchange track next to the NYC main line at Fonda, N.Y., in the Mohawk Valley.

Photos on this page by Roger Arcara, except as noted

No. 20 was built in 1945, is seen here hauling freight upgrade into Gloversville. No. 21 is similar, was built a year later. (Below) Switching cars at Gloversville, with offices and shops in background.



Collection of David F. Nestle

No. 20 and No. 340 had this cornfield meet in 1946. The loco was scarcely damaged, but the gas-electric car required extensive repairs.

Cars are transported to Broadalbin, rural outer end of the line, as needed.

STEVE MAGUIRE'S

TRANSIT TOPICS

Restored by Prague's transit management, this 1905 tramcar lands at Felixstowe, England, on its way to Crich museum.
Photo from The Transport Ferry Service, London, England

AN INCIDENT connected with the invasion of Czechoslovakia last summer by the Soviet Union and its allies was brought to light in a recent issue of *Modern Tramway,* monthly publication of the Light Railway Transport League, 69 Hill Rise, Rickmansworth, Herts., England, as follows:

Steve Maguire

Late in 1967 five Czech engineers, touring Great Britain, visited the Crich trolley museum en route to Blackpool and each was welcomed with a handbook, souvenirs, a tram ride, an opportunity to run a car, and, of course, a cup of tea. Four months afterward, the board of management of CKO-Praha, which operates Prague's transit system, wrote to the Crich museum offering to give them one of the oldest Prague trolleys then running—a type being replaced by their own version of new PCC's, built in 1905 but since modernized—and to restore the car to its original condition and deliver it on a highway vehicle that ordinarily hauls new trams in Czechoslovakia, all at the Prague company's expense.

Officers of the Crich museum, which had been operating only British equipment, were delighted with this generous offer. The car selected had originally been Prague No. 180 but about 20 years ago it was transferrd to another city, Olomouc, and renumbered 61 and used in switching there. But its gage and voltage were perfect for the Crich museum; so last March it was sent to the Prague shops for restoration to its 1905 condition.

Total cost to the Czechs, including transport to Britain, was over £1,700 ($4,080). Said *Modern Tramway*: "Never before in the history of the tramway movement has there been a gift like this; it is almost too good to be true. Many cars have been presented to museums and a few have even been restored beforehand, but for a specially-restored car to be brought 900 miles across Europe on a truck provided by its donors is unprecedented."

The car, on the truck, was scheduled to leave Prague on or about August 19th, cross the German border and proceed westward to Crich, where the English fans hoped to have it in time for a celebration September 1st. The Tramway Museum Society at Crich invited the general manager of the Olomouc Tramways and the director of CKO-Praha to Britain for the presentation ceremony. As we all know, Czechoslovakia was invaded late in August. Did the tram leave the country in time?

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Tramway Museum Society, Crich, England
Same car as in the photograph above, when new in 1905, opens tram service over the Charles Bridge in Prague.

Did the invited guests also get out?

From W. J. (Jack) Wyse, editor of *Modern Tramway*, come the details. The tram rolled out of Czechoslovakia only 30 hours before Soviet forces closed the frontier! In fact, it had to depart early because of restrictions on the Autobahn route in Germany. The Czech watchmen who accompanied the car on the trip later returned home safely after the occupation, but the Czech officials who were to have flown to Britain for the dedication did not make it; the occupying powers kept them in their own country.

INDIANAPOLIS Traction Terminal, with its tall trainshed, once the nation's largest traction center, was demolished last October, along with several nearby buildings, laments Bob Whalen, Crawfordsville, Indiana. Built in September, 1904, at a cost of $1 million at the height of the interurban boom, the terminal with its many tracks saw seven million people pass through it in a single year. Each day 520 passenger cars and 100 freight motors departed from it. The station's interurban service ended in September, 1941, with a head-on crash of two Indiana Railroad interurban cars. A large business structure will be built on the site.

SEATTLE'S City Council has voted unanimously to continue planning for rail rapid transit as part of its "balanced transportation" aim and to join with the area's transportation authority in a restudy of the mass transit plan. This action followed a public hearing held at the request of opponents of a proposed $385 million bond issue for rapid transit. Last February the bond proposal was beaten, receiving about 9 percent less than a required 60 percent majority. Opponents had contended that further planning of rapid transit should be dropped in view of the unsuccessful referendum. Instead of accepting this viewpoint, the City Council authorized $335,000 for further rapid transit planning.

Temporary elevated structure supports permanent el structure in background while lengths of welded rail are moved into place for transit trackage on medial strips of Chicago's Dan Ryan Expressway. The Kennedy Expressway also will have tracks.

RAMCO (subsidiary of Nationwide Industries, Inc.)

CONSTRUCTION of Mexico City's new *Metro* subway has caused streetcar tracks along San Cosme and Mexico-Tacuba Avenues to be ripped up, isolating the outer end of the former Azcapotzalco line, which, however, remains in service. Ten PCC cars and a couple of work cars remain to serve the isolated portion, reports Luis L. Torrealba, Apartado 838, Mexico 13, D.F.

The "orphan" line will eventually be connected with the downtown segment of its route by new tracks along streets several blocks to the north of its former route, which is now the route of the subway line under construction. This will bring a restoration of through service, but not near the subway.

Seeing the photograph of double-decked trolley No. 59 in our October issue reminds Luis that this car used to run in Mexico City. He says the monogram on the car was that of the Ferrocarril del Distrito, an old Mexican-controlled company which bought out many small horsecar franchises around

First of the new commuter cars for Penn Central service in New Jersey were displayed at various on-line communities recently. Here a Jersey Central train on New York & Long Branch (joint PC-CNJ) passed them while they were on exhibition at Asbury Park, N. J.

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

1870 and later converted them all to standard gage and electrified the capital's first trolley line, the route to suburban Tacubaya, on March 1, 1900. In about 1905 the FCD sold its system to British interests, the Mexico Tramway Co. Ltd., which operated the big city's trolley system until 1945, when it sold out to the Mexican Goverment and finally became the present *Servicio de Transportes Electricos del D. F.*

Mexico's only other doubledecked trolleys ran at Guadalajara, says Luis, who has seen a photo of one of them at the City Museum in Guadalajara.

According to Charles V. Hess, 413 S. Seventh St., Goshen, Ind. 46526, an article on the doubledecked trolleys of Mexico City appeared in the *Street Railway Journal* of May 5, 1900. Included was a photo of doubledecker car 58 (like the 59 we showed). Both were built by the Brill Company in Philadelphia.

THE ODD-LOOKING tram in Lima, Peru, shown in our October issue was of a type pictured in *Transit Journal*, March, 1939. "This vehicle evidently started its career not as a trolley but as a trolleybus," says Robert P. Sechler, 4103 Chester Ave., Philadelphia, Pa. 19104. "Its body was typical of the early 1930's trolleybuses used in British Empire operations. The equipment of this series of units built for Lima was British. Trade journals in the United Kingdom such as *Passenger Transport Journal* and *Tramway and Railway World* carried articles and advertisements on them. So far as I know, the Lima trams are the only trolleybus-to-tram conversions outside of Rotherham, England, which also superimposed a trolleybus body upon a tramcar truck.

"A number of reasons may have been responsible for the peculiar changeover. The city of Lima may have found the trolleybuses defective, or that the body's life could be prolonged by setting it on the railway wheels, which did not jolt it as much as the tires."

"MY SON and I took a trip the other day to Mason City and Charles City, Iowa, to see how Ed Allen and the Iowa Terminal's electric operation were doing," writes Luke R. Sinclair, 1210 Marston Ave., Ames, Iowa 50010. "Things at the Emery electrification looked good. The new office-shop-storage building there was just about finished. One lead track was completed. The fellows there were setting poles for the new lines. Ed was expecting to bring equipment into the building very soon. Former Southern Industrial (Southern Iowa) loco No. 400 was being refurbished. She's been renumbered 52, same as the loco lost in the Thanksgiving Day fire of 1967. Nothing had been done to North Shore car No. 727, except some touch-up painting. Ed had plenty of other work to do before he could get to this car. A leaky roof damaged its floor and upholstery.

"From Emery we went over to Charles City, where the depot-office building was being repaired. The Charles City Division of the Iowa Terminal line has definitely gone diesel. The passenger car No. 101 remains there while the old line car goes to the electrified section at Emery. So the pessimists who had the Iowa Terminal dead and buried after the fire were bum guessers."

TORONTO Transit Commission has proposed a new 7¾-mile subway line under Queen Street, one of the city's major east-west arteries. If approved by the Metropolitan Toronto Council, the digging probably would be started in 1972. This is considered next in priority to the northward extension of the present Yonge Street subway. Its cost is estimated at $150- to $200-million. The TTC also announced that the subway's University Avenue leg will be closed Sundays and at 10 p.m. on other days, but on such occasions bus service will be provided from Bloor Street to Union Station.

BANGKOK'S last trolleys, in Thailand, were abandoned October 1st, reports Lt. Paul Gawkowski, HHC, 501st Field Det., APO San Francisco 96233. At the end only 19 cars were left; 9 were used daily on the last six miles of the municipally-owned Metropolitan Electric Authority.

Bangkok had the first streetcars in southeast Asia; and these began as horsecars in September, 1887. They were electrified in 1894 and at the peak the city had over 200 trolleys. The rails were laid on one side of the streets. The cars ran in both directions on single track, against traffic in one direction—which became a worsening problem as autos and motor bikes increased. Bangkok's final trolleys were single-trucked open types with awnings that could be rolled down during heavy rain. Presumably they were built in Belgium around 1900.

LAST June we published a photo of one of the trolleys recently abandoned in Nikko, Japan. That abandonment was reported by John J. Ziemba, who is with a medical detachment at Camp Zama, Japan. Now he tells us that the 100-series Nikko trolleys have been shipped to Odawara, Japan. Several of them, renumbered in the 2000's on the Okayama Electric Railway, are in service while others, standing in the yards, are being rebuilt into one-man cars.

New Electric Publications

***Niagara, St. Catharines & Toronto Railway*, by John M. Mills, 118 pages, illustrated, with a choice of hard cover or cloth binding, is available from Canadian Traction Publications, Box 426, Scarborough, Ont., at $4.75 for cloth cover, $5.95 for hard cover.**

Besides being the last interurban line to operate in Canada, the NStC&T was one of the nation's foremost examples of intensively developed and closely integrated transportation networks. We welcome this fine, complete story of the system whose lines covered the area west of the Niagara River, between Lake Erie and Lake Ontario. From the first horsecar service in St. Catharines, Ont., in 1879 to Charles van Depoele's inauguration of electric railways in 1887, the author has assembled many interesting details of the line which in its later years forked out in several directions along the peninsula, gave steamship service across Lake Ontario, and operated busses elsewhere.

The book is not limited to the NStC&T. It includes the old Niagara Falls Park & River Ry. that ran along the western rim of the spectacular Niagara Gorge; also the International Ry. cars that crossed the bridge separating Niagara Falls, N. Y., from Ontario, and a couple of very small trolley lines that are unknown to most fans. The latter were the separately operated system in Welland, Ont., known as the Niagara, Welland & Lake Erie Ry., which operated two lines, with a total of 3 miles of track, and a "peg leg" electric line, the Ontario Southern Railroad, that ran on a single rail laid on a wooden stringer mounted on posts. From 1894 to '96 the OS was a battery line, but in '97 it was electrified with overhead trolley and it ran until '98, when lack of passengers caused its abandonment.

This book is a joint publication of the Upper Canada Railway Society and the Ontario Electric Railway Historical Assn. The latter is building an operating trolley line at Scarborough, Ont. Publication of occasional bulletins by each group was suspended while the Mills book was in preparation so that the combined resources of both groups could help defray its expenses. The excellence of its photographic reproductions on heavy, glossy paper makes the effort well worthwhile.

***BART at Mid-Point*, San Francisco's Bold New Rapid Transit Project, by H. W. Demoro, 117 pages, 8½x11", with soft cover binding, is published as Interurbans Special 31 by Ira L. Swett, 1416 S. Westmoreland Ave., Los Anggeles, Calif. 90006, and sells for $3. The author is the son of Ralph Demoro, a veteran rail enthusiast and historian in the Bay area. The son is a reporter for the *Oakland Tribune*, covering the Bay Area project.**

Especially interesting are the many sketches, plans, maps, and photos of the engineering aspects from the first serious suggestion of an underwater rapid transit tube connecting San Francisco with the Oakland area to the early construction of the 1960's. Demoro can say, in the words that Napoleon had engraved on a medal presented to each French soldier who fought in the Battle of Austerlitz, "I was there." Once the trains begin rolling next year, as is anticipated, the value of this material will be even better appreciated. ●

GENERAL GRAY'S SPECIAL

True tale by Norman Stephenson

THE GERMAN armies had broken out of the Ardennes forest and through our lines southeast of Liege. The Battle of The Bulge was on. And General Gray's Special made a wartime record run from Paris to Liege. The Special had been given a big advance publicity build-up in the Army newspaper, *Stars and Stripes*, and other news media, and was to haul "desperately needed supplies" to the fighting front.

At that time I was one of three GI train dispatchers with a railway operating battalion headquartered at Namur, Belgium. Our battalion was running military trains over a division between that point and Tergnier, France, about 145 rail-miles. We had GI station operators at Charleroi, Belgium and, commencing with Jeumont on the French border, at Maubeuge, Aulnoye, le Cateau, St. Quentin, and Tergnier, our divisional terminal in France.

All military trains ran as extras; we had no scheduled trains. We dispatchers were enlisted men with tech. sergeant ratings. My tough luck was to catch the Special on its first run. It had just left Tergnier for Namur when I went on duty at midnight.

As soon as I'd checked the train-sheet and outstanding train orders and had signed the sheet and orders transfer book, the second-trick dispatcher took off, after warning me that an Eagle colonel was in command of the Special and was, according to the Tergnier operator, a tough customer.

Our division was double-track, but because of bombings and other mistreatment we had to handle it as single-track, shunting trains from one set of rails to the other to "shoo-fly" around breaks that were beyond quick repair. We set up positive meets for opposing trains, regardless of double-track at meeting points.

I quickly checked the probable position of opposing trains since last reported and then turned the sheet over to check their consists. I got myself a jolt. The Special's read: one carload chaplain supplies, one cl. liquors, one cl. pastry flour, one cl. matches, 4 empty boxcars, one caboose.

As the Special's running orders stood, it had right over all trains and would hold the main line at all meets. Everyone in the battalion had been warned that heads would fall, or stripes anyway, if anything avoidable was allowed to delay the General's Special. It would make a record run, and God help anyone who failed to do his duty by the General. Putting the Special in the hole for hospital trains was avoidable. The second-trick dispatcher was in the clear.

Besides other meets, the Special had a meet with a hospital train at St. Quentin and another at le Cateau. While there wasn't a positive order covering it, our custom was to give hospital trains right over all other extras unless there was a very good reason not to. I didn't regard the Special's consist as a very good reason for putting hospital trains in the hole.

Nothing could be done about the Special's meet with the hospital train at St. Quentin. The General's pet train would hold the main there. Calling St. Quentin and other stations, I annulled its running orders, then gave it new orders, St. Quentin to Namur. I let all meets stand, but put the Special on le Cateau siding for the hospital train.

I WAS figuring orders for a troop extra east when a rasping voice raked my ears: "Dispatcher!" I answered, "Dispatcher." The voice went on: "This is Colonel Rogers, at St. Quentin, in command of General Gray's Special. What in hell do you mean by changing my running orders and putting me in the hole for my meet at le Cateau? I want those orders changed back to the way they read when I left Tergnier, giving me right over *all* trains! You hear me?"

I heard the Colonel, loud and clear, and told him so; and I told him what I meant by changing the Special's orders and said the new orders would stand unless overruled by an authorized officer of my battalion. I thought that would hold him, but it didn't.

The Colonel snapped: "What's your rank, name, and outfit, dispatcher?"

I answered: "Tech. Sergeant Stephenson, sir, 722nd Railway Operating Battalion, serial number R-4867. The R stands for Retread."

A loud snicker could be heard from one of the operators along the line. The Colonel may have been a bit shaken. Before he could come back at me there was more snickering from operators, followed by raucous laughter.

When the laughing died down, he snarled: "Damn it, sergeant, don't try to be smart and funny with me or I'll rip your stripes off when I get to Namur! Now get busy and give your operator here my proper running orders that you've bitched up. And remember, I'm holding the main line at all meets."

Assistant chief dispatcher, the author, and chief dispatcher (left to right), training on the Georgia Central, 1943.

Now battle was joined. I said: "Sir, you talk like an experienced railroader. If so, you know that train orders are addressed to the conductor and engineer of a train. You say that I've put *you* in the hole for the hospital train, and you want the orders changed to give *you* right over all trains. Are you suggesting, sir, that I address an order to you personally, by rank and name?"

I heard heavy breathing and then: "Dispatcher, I'm not suggesting anything. I'm ordering you to change my orders back to give General Gray's Special right over all trains. And I'm telling you that on the way up to Namur I'll be writing up charges against you for disrespect, insubordination and everything else I can find in The Book to fit your case."

The Book, thrown by the strong arm of rank, could bring down the cockiest of enlisted men. I had seen it thrown. I'd have three strikes on me to start.

Before I could frame a reply to the Colonel's command and threat a Bronx cheer burst on our ears, followed, station by station, by general ribaldry. I failed in a half-hearted attempt to quash it.

The Colonel asked with broad sar-

casm: "Is that the kind of thing you allow on your division, dispatcher?" I answered: "You have the rank, sir; why didn't you pull it on those loudmouths?"

"Never mind that, sergeant. Just get going on my orders, the way they should read."

Then I told the operator to clear the Special on the orders he had for it.

A MOMENT later I heard a bellow of rage from the Colonel. "Dispatcher, I'm not accepting these damned orders. I'm not leaving here until my running orders give me right over all trains. Is that clear?"

I said: "Telling me how to dispatch trains over this division is not within your province, sir, and if you don't get moving fast, you'll stick that hospital train at le Cateau. Should that happen I'll have to hold you at Aulnoye for a third hospital train, which would lose you more time."

The Colonel shot back: "Damn you, sergeant, I'll have your scalp for this, along with your stripes!"

Soon I heard the pipsqueak whistle of the Special's French steam engine sounding off, and the operator gave me the Special's arrival and departure time. The Colonel had lost almost twenty minutes at St. Quentin. When I put out the running order for the third hospital train I had told the Colonel about, I made the meet with the Special at Maubeuge, the General's pet taking the siding.

Operators at all stations were now on the alert to hear anything having to do with the Special. Although running without headlights, that train made up most of its lost time and made a good meet with the second hospital train at le Cateau. The operator said it was on and off the siding almost without stopping. The Colonel had thrown off a note for me which read: "Remember The Book, Sergeant."

The note added nothing to my worries. I was already expecting the worst and had other problems. An ammunition train, Namur to Brussels, had called our yard from Gembleux, about 15 miles up the line, to report a bombing and strafing of his train. He couldn't get through to Brussels by phone and wanted them notified up there. I passed his message through our operator at Charleroi.

I had just finished with the conductor's message when Aulnoye reported the Special by, "Going like hell." Still running without headlights, it was doing all right. I was figuring the running orders for the fourth hospital train when the Maubeuge operator announced that the Special was on the siding for its meet with the third hospital train, which hadn't shown there yet. He said the Colonel was in the office demanding to speak to the dispatcher.

The fourth hospital train's running orders called for a meet with the Special at Charleroi, in Belgium, our first station out of Namur with operators. I put it out to the Special at Maubeuge.

As I gave Maubeuge a complete on the order, the Colonel's rasping voice butted in: "Dispatcher! Damn it, sergeant, I'm stuck here in the hole and that damned hospital train's not showing yet. And now you're putting me in the hole again for another at Charleroi! How in hell long does it take you to catch on to a simple idea?"

I HAD no answer to that question and he didn't expect any. He went on: "Get on the ball, sergeant! If that hospital train hasn't left Namur, make my order read for me to hold the main at Charleroi, and don't try any funny business, because I'll check the record when I get to Namur."

I said: "That hospital train is cleared on its orders, sir, and will run on them, whether it has left here or not."

Before he could open fire again, I heard the shrill whistle and rumble of a passing train, quickly followed by the Special's departing whistle. In reporting the two trains the operator said the Colonel had had to make a run for it to keep from being left behind.

The Special's meet with the fourth hospital train at Charleroi was a good one. As at le Cateau, it went by almost without stopping. Its mileage time, Tergnier to Namur, would be as good as it had been from Paris to Tergnier. But that wouldn't take me out of the doghouse. My stripes were hanging by a thread.

Daylight was breaking full, but not for me. They said the Colonel was on his way up to chew me out.

The yard gave me the Special's arrival time, 0550. I gave the Charleroi operator another message from the ammo train conductor, for his relaying to Brussels, and just then the Colonel barged in. He looked as tough as he had been talking, but he was a good enough railroader not to break in on me at work.

After I finished with Charleroi I became involved right away with running orders for an extra east out of Tergnier, and a string of empties west out of Namur. Tied up with this chore, I forgot the Colonel. When I got around to him with "Yes, sir?" he barked: "On your feet, sergeant, at attention!"

I had expected him to be rough, but not that rough. I was working with head and chest phone, and I pressed a foot-switch that cut in a speaker-box in front of me. Now every operator on the division could listen in to everything that was said near the box, and we could hear what the operators had to say. I remained seated.

Leaning across the desk, the Colonel shouted: "I said on your feet, sergeant, *at attention*!"

I still sat there.

"You heard me, soldier! On your feet *and salute!*"

At that instant a Bronx cheer cut loose, this time with trills and tremolos. The Colonel thought it had come from me, but when it was repeated he pulled back and glared at the speaker-box. Bravos were shouted by operators all along the line.

I broke in on them, saying: "Sorry, fellows, but I'll have to handle this myself." I released the speaker switch and cut them off.

The Colonel smashed his fist on the desk. "Damn you, sergeant, I said *on your feet!* And keep your trained monkeys off that line while I'm talking!"

NOW at the showdown, I had to push in all of my chips or fold. So I asked: "Is that an order, sir?"

It got him; he wasn't sure of his hand. Matters might have become worse but for a happy interruption. Someone called, "Dispatcher." I pressed my foot on the speaker switch and answered into the box. Aulnoye reported the ammo extra east stalled a few miles west of there. A helper engine was needed to get it into Aulnoye.

I had an armament drag east meeting the fourth hospital train at le Cateau. I checked with le Cateau, which said the drag was on the siding and the hospital train just passing. The time was now 0610. I gave him an order for the drag's engine to run light to the stalled ammo train and help it into Aulnoye and return to le Cateau.

Then I issued orders for the le Cateau and Maubeuge operators to hold all east and westbound trains. As I finished this, the yard reported a hospital train in from Liege and ready for running orders. And Tergnier had another supplies extra east in, all set to go.

While I was figuring the running orders for the two trains, Charleroi reported the troop extra east passing. It was now 0620. The Colonel had come

around to my side of the desk and pulled up a chair. He was studying the train-sheet. It showed seven extras east and nine west during six hours, not counting the two I was fixing running orders for. There would be more before my trick was over.

After I finished putting out the orders, I turned the train-sheet over to record the consists on its back. There, for the Colonel to look at, was the Special's consist: Bibles, booze, pastry flour, matches, and empty boxcars!

The Special was waiting for two hospital trains to arrive from Liege. One was in. The yard called to say that the other was now pulling into the clear. I flipped a switch to the Liege side of the speaker-box and gave the dispatcher there the arrival times of the hospital trains. I said the Special was ready to go and listed its consist. He let out a long low whistle and asked me to take its running order.

As I slipped the carbons between the train-order fiimsies, I glanced at the Colonel, who was staring thoughtfully at the opposite wall. Leaning over to the speaker-box, he said: "Dispatcher, this is Colonel Rogers, in command of General Gray's Special. Anything you can do to help my train will be appreciated."

The Liege dispatcher answered firmly: "I shall, sir, but I'll have to put you in the hole at Huy for a hospital train. If it's a close meet I'll see if I can get the on-and-off switches handled for you to cut your delay. That's the best I can do for you, sir."

The Colonel said: "Thank you, sergeant."

I took the Special's running orders from the Liege dispatcher and got a clearance on them, along with a slow order. The Colonel gathered up the orders and the clearance and headed for the door.

But I couldn't leave well enough alone. I called to him, "Hasn't the Colonel forgotten something?" He turned, his hand on the door knob. I went on: "The Book. My stripes, sir."

It took him a couple of seconds to get it. Then he came back to my desk with a grin and his hand out. I arose, stood at attention, and saluted.

Colonel Rogers said: "That won't do, sergeant, though I appreciate it."

I dropped the salute and we shook hands. Then the Colonel turned and left the room fast. ●

This 1,200-hp. S-12 was built by Baldwin-Lima-Hamilton-Westinghouse in 1951.
Photograph by Sy Reich

MISSOURI PACIFIC RAILROAD

Locomotive Roster Compiled by Sy Reich

MP Roster Before Renumbering

Old Road Numbers	New Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
201-208	.....	1500	BW	DR 4-4-1500	B-B	63,100	252,400	1948	1
201B-204B	.....	1500	BW	DR 4-4-1500	B-B	61,965	247,860	1948	1
301-320	.....	1500	Alco-GE	FA-1	B-B	58,650	234,600	1948	3
301B-310B	.....	1500	Alco-GE	FB-1	B-B	59,250	225,000	1948	3
321-330	.....	1600	Alco-GE	FA-2	B-B	60,130	240,520	1950	3
321B-325B	.....	1600	Alco-GE	FB-2	B-B	60,015	240,060	1950	3
331-344	.....	1600	Alco-GE	FA-2	B-B	60,740	242,970	1951	3
331B-335B	.....	1600	Alco-GE	FB-2	B-B	60,200	240,600	1951	3
345-360	.....	1600	Alco-GE	FA-2	B-B	60,390	241,540	1951-2	3
345B-356B	.....	1600	Alco-GE	FB-2	B-B	59,930	239,720	1951-2	3
361-372	.....	1600	Alco-GE	FA-2	B-B	63,490	253,960	1952	3
373	.....	1600	Alco-GE	FA-2	B-B	63,530	254,110	1953	3
374-380	.....	1600	Alco-GE	FA-2	B-B	60,030	240,120	1953	3
370B-380B	.....	1600	Alco-GE	FB-2	B-B	59,790	239,150	1953	3
381-386	.....	1600	Alco	FA-2	B-B	59,865	239,460	1954	3
387-392	.....	1600	Alco	FA-2	B-B	63,480	253,930	1954	3
381B-392B	.....	1600	Alco	FB-2	B-B	59,680	238,720	1954	3
501-508	.....	1350	GM-EMD	FTA	B-B	57,035	228,140	1943-4	3
501B-508B	.....	1350	GM-EMD	FTB	B-B	55,665	222,660	1943-4	3
509-512	.....	1350	GM-EMD	FTA	B-B	57,035	228,140	1945	3
509B-512B	.....	1350	GM-EMD	FTB	B-B	55,665	222,660	1945	3
513-524	700-711	1500	GM-EMD	F3A	B-B	57,555	230,230	1947	
513B-518B	790B-795B	1500	GM-EMD	F3B	B-B	55,935	223,740	1947	
525-528	712-714, ...	1500	GM-EMD	F3A	B-B	57,555	230,230	1947	3
525B-526B	796B, ...	1500	GM-EMD	F3B	B-B	55,935	223,740	1947	3
529-540	715-726	1500	GM-EMD	F3A	B-B	57,555	230,230	1947	
541-552	727-738	1500	GM-EMD	F3A	B-B	57,155	228,620	1948	
553-560	739-746	1500	GM-EMD	F3A	B-B	56,560	226,250	1948	
553B-556B	797B-800B	1500	GM-EMD	F3B	B-B	54,930	219,720	1948	
561-566	765-770	1500	GM-EMD	F3A	B-B	59,780	239,130	1948	
561B-566B	801B-806B	1500	GM-EMD	F3B	B-B	57,750	231,000	1948	
567-570	771-774	1500	GM-EMD	F3A	B-B	59,780	239,130	1948	
567B-570B	807B-810B	1500	GM-EMD	F3B	B-B	61,200	244,800	1948	
571-576	790-795	1500	GM-EMD	F3A	B-B	57,155	228,620	1948	
577-578	796-797	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	
579-594	798-813	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	
587B-594B	811B-818B	1500	GM-EMD	F7B	B-B	58,545	234,190	1949	
595-598	814-817	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	
595B-596B	819B-820B	1500	GM-EMD	F7B	B-B	58,545	234,190	1949	
599-606	818-825	1500	GM-EMD	F7A	B-B	61,500	246,000	1949	
607-610	826-829	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	
611-614	830-833	1500	GM-EMD	F7A	B-B	60,900	243,610	1949	
615-616	834-835	1500	GM-EMD	F7A	B-B	57,255	229,020	1950	
617-618	785-786	1500	GM-EMD	F7A	B-B	61,500	246,000	1950	
619-622	836-839	1500	GM-EMD	F7A	B-B	57,810	231,250	1951	
619B-620B	821B-822B	1500	GM-EMD	F7B	B-B	57,115	228,470	1951	
623-626	840-843	1500	GM-EMD	F7A	B-B	57,810	231,250	1951	
800-801	3500-3501	350	GE	44-ton	B-B	21,955	87,830	1941	
802	3504	350	Porter	44-ton	B-B	21,955	87,830	1941	
803	.....	350	Dav-Bes	44-ton	B-B	21,750	87,000	1941	4
804	3505	350	Whitcomb	44-ton	B-B	21,955	87,830	1940	
805-807	.....	350	Whitcomb	44-ton	B-B	21,955	87,830	1941	5
808-809	.....	350	Dav-Bes	44-ton	B-B	21,750	87,000	1941	6
810	.....	?	?	?	?	?	?	?	7
811-815	3502, ..., ..., 3503, ...	350	GE	44-ton	B-B	21,955	87,830	1942	8
3000	2400	175	Plymouth	ML6 type 2	B	15,000	60,000	1931	
3001	.....	165	Plymouth	WLD type 2	C	15,000	60,000	1932	50
3004	2401	240	Plymouth	JDT-25	B	15,000	50,000	1961	
4100-4101	.....	900	GM-EMC	NC2	B-B	63,850	255,000	1937	9, 19

Missouri Pacific Roster Notes

Roster is based on data from officials of MP, George R. Silcott, Big Rock Stone & Material, Chandeysson Electric, Pickens RR, Witte Gravel, D&R, B&N, Dominion Bridge, PC&N, RS&S, and GE, and is accurate as of May 14, 1968. Locomotive builders: BW, Baldwin-Westinghouse; Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Dav-Bes, Davenpott-Bessler; GM-EMC, General Motors-Electro. Motive Corp.; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco Pr., Alco Products.

(1) 201-208 were cab units, 201B-204B were booster units, "baby-faced" Baldwin (pre-sharknose) design; scrapped 9/30/59.

(3) The following units were traded to GM-EMD for GP18's: 301-392, 301B-310B, 321B-325B, 331B-335B, 354B-356B, 370B-392B, 501-512, 501B-512B, 4208, 4236, 528, 526B, 4104-4115, 4195-4196.

(4) 803 was sold to Whisler Equipment Co. 9/20/57.

(5) 805, 807 sold to Pan American Engineering 4/21/58. No. 806 sold to Whisler Equip. 9/20/57, then to Dominion Bridge 3/58, renumbered N-15.

(6) 808-809 sold to Whisler Equip. 9/10/57.

(7) 810 sold to Okmulgee Northern Ry. 12/11/56.

(8) 812 sold to Pan American Engineering; then to Canton & Carthage, renumbered 812; then to Whisler Equip.; then to John J. Craig (2/60), renumbered 100. No. 813 sold to Waldo E. Bugbee 9/24/58. No. 815 sold to Pan Am. Eng. 4/21/58.

(9) 4101 sold to Whisler Equip. 12/8/60.

(10) 4153 renumbered 157, then 257. No. 4278 renumbered 257, then 157.

(11) 4326-4331 renumbered 941-946, then 935-940.

(12) 4601-4612 renumbered 488-499, then 944-955. All rebuilt with GM-EMD engines at 1650 hp.

(13) 530 rebuilt with chop nose and 645 engine, is rated at 1900 hp. with a tractive effort of 62,000 lbs. and 248,000 lbs. weight. 505, 522-524, 528-530 have 2000-gal. fuel tanks and therefore tractive efforts of 62,000 lbs., 248,000 lbs. weight.

(14) 531-535 have been equipped with 645 engines rated at 2000 hp.

(15) 9001 sold to Dardanelle & Russellville, renumbered 14. No. 9002 transferred to St. Joseph Belt, renumbered 2, then 11.

(16) 9010 sold to Witte Gravel Co. (6/1/59), renumbered 9010.

(17) 9017 sold to Clyde T. Gary 2/13/59.

(18) 9022 sold to Texas Crushed Stone 3/6/59.

(19) The following units have been scrapped: 6006 (9/27/63); 6602 (9/20/66); 2400 (10/29/64); 4100 (5/5/61); 4102 (2/24/61); 4103 (3/8/61); 7000 (5/2/62); 7001 (5/7/62); 7100 (2/1/62); 9105 (1/24/60); 9149 (1/9/62); 1-3, 5, 8, 10-18, 23, 25, 11B-20B, 463, 467, 614, 734 (1st), 802, 927, 808B, 815B, 863B, 874B, 938 (1st), 1036-1046, 1049-1050, 1052, 1055-1056, 3501, 3504, 3505, 6009, 6600, 6601 (as 9008).

(20) The following units, not noted elsewhere in these notes, were disposed of, after renumbering: 1230 (1st), 6000-6001.

(21) 42 was Boston & Maine 3821, then MP 42.

(22) 43 was E7A, built in 1946, rebuilt to E9A.

(23) C&EI 206, 226 rebuilt.

(24) C&EI 221 rebuilt to GP9M.

(25) 92-94 are owned by CHTT but stencilled C&EI.

26) MV 152-153 rebuilt to GP9M.

(27) These units upgraded to 1600 hp.

(28) These units upgraded to 1800 hp.

(29) 504 repowered with 645 engine.

(30) 505, 522-524, 528-530 have 2000-gal. fuel tanks, therefore have 248,000 lbs. weight and 62,000 lbs. tractive effort. 530 has been repowered with 645 engine to 1900 hp.

(31) 531-535 repowered with 645 engines to 2000 hp.

(32) KO&G 700-701 rebuilt from KO&G 753-754, F7A's.

(33) C&EI 239-241 rebuilt from BL2's 200-201 and BL1 202.

(35) CHTT GP7 229 was traded for 242; both units are (or were) stenciled C&EI.

(36) C&EI 229, 1200-1205, 1300-1301, 1400-1404, 1406, 1408-1409, 1500 traded for C&EI 243-264.

(37) The following units were traded to GM-EMD for GP35's: 845, 852B, 854B, 856B, 860B, 867, 871-873, 876, 878, 881, 886, 866B-867B, 876B, 880B, 889, 893-894, 903, 912, 914, 926, 928-929.

(38) 848-849 originally Denver & Rio Grande Western 5684, 5694; then Precision Engineering 5684, 5694; then TP-MP 848-849.

(39) 848B-849B originally D&RGW 5683, 5693; then Prec. Eng. 5683, 5693; then MP 848B-849B.

(40) 956, 959-973 were rebuilt with GM-EMD engines, renumbered 1061, 1071, 1064-1065, 1093, 1067, 1095, 1069-1070, 1091, 1072-1073, 1079, 1081, 1066, 1092, all second. 957 sold to Prec. Eng., then to Peabody Coal Co. and given no number. 958 was originally T&P 1100, then TP-MP 23, then TP-MP 958, then Prec. Eng. 958, then Alton & Southern (?)

(41) 975, 977 sold to Bauxite & Northern, renumbered 12-13. Nos. 978, 980 sold to Rockdale, Sandow & Southern, renumbered 10-11. No. 979 sold to Point Comfort & Northern, renumbered 8. Nos. 984, 993, 983, 974, 976, 981, 982, 994, 985, 998, 988, 989, 995, 996, 992, 997, 999, 987, 986, 990, 991 were rebuilt with GM-EMD engines, renumbered 1062-1063 (2nd), 1068 (2nd), 1074-1078 (2nd), 1080 (2nd), 1082-1090 (2nd), 1094 (2nd), 1096-1097 (2nd).

(42) C&EI 125 originally numbered C&EI 119.

(43) 1047, 1058 sold to Tidewater Southern, renumbered 745, 744. Nos. 1048, 1053 sold to Sacramento Northern, renumbered 404, 403. No. 1057 sold to Washington & Western, renumbered 1057. Nos. 1059-1060 sold to Agrico Chemical, renumbered 10-11.

(Concluded on page 50)

MP Roster Before Renumbering

Old Road Numbers	New Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
4102-4103	.....	900	GM-EMC	NW4	B-B	48,925	195,700	1939	19
4104-4111	.....	1500	GM-EMD	BL2	B-B	55,300	221,210	1948	3
4112-4115	.....	1500	BW	DRS 4-4-1500	B-B	60,550	242,200	1949	3
4116-4120	131-135	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	
4121-4123	136-138	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	
4124-4141	139-156	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	
4142-4149	295-302	1500	GM-EMD	GP7	B-B	63,290	253,160	1950	
4150-4152	303-305	1500	GM-EMD	GP7	B-B	62,745	250,980	1951	
4153-4158	157-162	1500	GM-EMD	GP7	B-B	62,745	250,980	1951	10
4159-4163	163-164, 306-308	1500	GM-EMD	GP7	B-B	62,745	250,980	1951	
4164-4165	165-166	1500	GM-EMD	GP7	B-B	61,180	244,725	1951	
4166-4194	167-195	1500	GM-EMD	GP7	B-B	61,180	244,725	1951	
4195-4196	.....	1600	BLHW	AS-16	B-B	64,875	259,500	1951	3
4197-4202	196-201	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	
4203-4207	202-206	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	
4208-4240	...., 207-233, ..., 234-237	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	3
4241-4248	309-312, 238, 313-315	1500	GM-EMD	GP7	B-B	62,630	250,535	1952	
4249-4251	239, 316-317	1500	GM-EMD	GP7	B-B	62,630	250,535	1952	
4252-4253	318-319	1500	GM-EMD	GP7	B-B	63,700	254,800	1953	
4254-4255	320-321	1500	GM-EMD	GP7	B-B	63,700	254,800	1953	
4256-4260	322-326	1500	GM-EMD	GP7	B-B	63,855	255,420	1953	
4261-4283	240-262	1500	GM-EMD	GP7	B-B	60,690	242,760	1953	10
4284-4286	263-265	1500	GM-EMD	GP7	B-B	60,600	242,400	1953	
4287-4289	266-268	1500	GM-EMD	GP7	B-B	60,600	242,400	1953	
4290-4291	269-270	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	
4292-4297	271-276	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	
4298	277	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	
4299-4315	278-294	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	
4316-4320	327-331	1500	GM-EMD	GP7	B-B	63,575	254,300	1954	
4321-4322	332-333	1500	GM-EMD	GP7	B-B	63,575	254,300	1954	
4323-4324	334-335	1500	GM-EMD	GP7	B-B	63,575	254,300	1954	
4325	336	1500	GM-EMD	GP7	B-B	63,575	254,300	1954	
4326-4331	941-946	1600	BLHW	AS-16	B-B	64,500	258,000	1954	11
4332-4371	346-385	1750	GM-EMD	GP9	B-B	60,750	243,000	1955	
4501-4526	974-999	1600	Alco	RS-3	B-B	62,375	249,500	1955	
4601-4612	488-499	1800	Alco Pr.	RS-11	B-B	61,650	246,600	1959	12
4801-4826	505-530	1800	GM-EMD	GP18	B-B	61,625	246,500	1960	13
4827-4829	531-533	1800	GM-EMD	GP18	B-B	64,190	256,750	1962	14
7000	.....	2000	GM-EMC	E3A	A1A-A1A	54,100	321,000	1939	19
7001	.....	2000	GM-EMC	E3A	A1A-A1A	54,100	321,000	1939	19
7002-7003	11-12	2000	GM-EMD	E6A	A1A-A1A	54,850	325,800	1941	
7002B-7003B	11B-12B	2000	GM-EMD	E6B	A1A-A1A	52,925	314,300	1941	
7004	13	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1945	
7004B	13B	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1945	
7005-7006	14-15	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	
7007	16	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	
7008-7009	17-18	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	
7010-7011	19-20	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	
7010B-7011B	14B-15B	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1947	
7012	21	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	
7012B	16B	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1947	
7013	22	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	
7014-7017	23-26	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1948	
7014B-7017B	17B-20B	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1948	
7018-7021	38-41	2250	GM-EMD	E8A	A1A-A1A	55,950	332,220	1950	
7100	.....	1000	GM-EMD	AA	A1A-3	24,425	247,340	1940	19
8001-8008	44-51	2000	Alco-GE	PA-2	A1A-A1A	52,620	315,730	1949	
8009-8012	52-55	2250	Alco-GE	PA-3	A1A-A1A	52,600	315,570	1950	
8013-8018	56-61	2250	Alco-GE	PA-3	A1A-A1A	52,800	316,800	1951	
8019-8036	62-79	2250	Alco-GE	PA-3	A1A-A1A	53,180	319,050	1952	
9000-9003	1023, ..., ..., 6009	600	GM-EMC	SW	B-B	50,930	203,720	1937	15
9004-9005	6010-6011	600	GM-EMC	SW1	B-B	50,410	201,635	1939	
9006	6012	600	GM-EMD	SW1	B-B	49,655	198,630	1940	
9007-9008	6600-6601	660	Alco-GE	S1	B-B	49,075	196,300	1940	
9009-9010	6612, ...	660	Baldwin	VO 660	B-B	50,800	203,200	1940	16
9011	6013	600	GM-EMD	SW1	B-B	49,655	198,630	1941	
9012	6613	660	Baldwin	VO 660	B-B	49,165	196,660	1941	
9016-9019	6014, ..., 6015-6016	600	GM-EMC	SW1	B-B	50,410	201,635	1939-40	17
9020-9021	6017, ...	600	GM-EMD	SW1	B-B	49,565	198,260	1941	51
9022	.....	660	Baldwin	VO 660	B-B	49,165	196,660	1941	18
9102	1035	1000	Alco	HH 1000	B-B	57,600	230,400	1939	
9103	1062	1000	Baldwin	VO 1000	B-B	60,500	242,015	1939	
9104	1021	1000	GM-EMC	NW2	B-B	62,655	250,620	1939	
9105	.....	1000	GM-EMD	NW2	B-B	62,655	250,620	1940	19
9106	1022	1000	GM-EMD	NW2	B-B	61,400	245,600	1941	
9107	1036	1000	Alco-GE	S2	B-B	57,600	230,400	1941	
9108-9112	1037-1041	1000	Alco-GE	S2	B-B	57,600	230,400	1943	
9113-9114	1042-1043	1000	Alco-GE	S2	B-B	57,600	230,400	1944	
9115-9116	1044-1045	1000	Alco-GE	S2	B-B	57,600	230,400	1945	
9117	1063	1000	Baldwin	VO 1000	B-B	60,500	242,015	1945	
9118	1064	1000	Baldwin	VO 1000	B-B	60,500	242,015	1945	
9119	1065	1000	Baldwin	VO 1000	B-B	60,500	242,015	1945	
9120-9122	1066-1068	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1948	
9123	1069	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	
9124-9127	1070-1073	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	
9128-9132	1046-1050	1000	Alco-GE	S2	B-B	57,600	230,400	1949	
9133-9141	1074-1082	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1950	
9142-9146	1210-1214	1200	GM-EMD	SW7	B-B	61,650	246,610	1950	
9148-9149	1083, ...	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1950	19
9150-9152	1084-1086	1000	Baldwin	VO 1000	B-B	60,300	241,200	1944	
9153-9155	1087-1089	1000	Baldwin	VO 1000	B-B	60,300	241,200	1944	
9156-9158	1051-1053	1000	Alco-GE	S2	B-B	57,600	230,400	1945	
9159	1054	1000	Alco-GE	S2	B-B	57,600	230,400	1946	
9160-9161	1090-1091	1000	Baldwin	VO 1000	B-B	60,300	241,200	1946	
9162-9167	1092-1097	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	
9168-9169	1055-1056	1000	Alco-GE	S2	B-B	57,600	230,400	1949	
9170-9186	1232-1248	1200	GM-EMD	SW9	B-B	61,650	246,610	1951	
9187-9191	1249-1253	1200	GM-EMD	SW9	B-B	61,650	246,610	1951	
9200-9219	1260-1279	1200	BLHW	S-12	B-B	58,900	235,600	1951	
9220-9226	1280-1286	1200	BLHW	S-12	B-B	59,505	238,020	1952	
9227-9229	1287-1289	1200	BLHW	S-12	B-B	59,505	238,020	1952	
9230-9232	1290-1292	1200	BLHW	S-12	B-B	59,505	238,020	1952	
9233-9239	1293-1299	1200	BLHW	S-12	B-B	60,510	242,050	1953	

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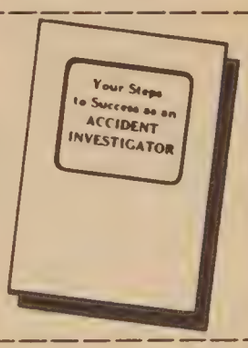

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MP System Roster After Renumbering

Owner	Road Numbers	Old Numbers	HP	Builder	Bldr's. Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
T&P	1-2	2000-2001	2000	GM-EMD	E7A	A1A-A1A	54,345	322,670	1947	19
T&P	3-8	2002-2007	2000	GM-EMD	E7A	A1A-A1A	54,345	322,670	1947	19
T&P	9-10	2008-2009	2000	GM-EMD	E7A	A1A-A1A	54,345	322,670	1949	19
MP	11-12	7002-7003	2000	GM-EMD	E6A	A1A-A1A	54,850	325,800	1941	19
MP	11B-12B	7002B-7003B	2000	GM-EMD	E6B	A1A-A1A	52,925	314,300	1941	19
MP	13	7004	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1945	19
MP	13B	7004B	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1945	19
MP	14-15	7005-7006	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	19
MP	14B-15B	7010B-7011B	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1947	19
MP	16	7007	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	19
MP	16B	7012B	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1947	19
MP	17-18	7008-7009	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	19
MP	17B-21B	7014B-7017B	2000	GM-EMD	E7B	A1A-A1A	54,020	320,820	1948	19
MP	19-20	7010-7011	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	52
MP	21	7012	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	52
MP	22	7013	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1947	
MP	23-26	7014-7017	2000	GM-EMD	E7A	A1A-A1A	55,500	329,560	1948	19
C&EI	27-28	1100-1101	2000	GM-EMD	E7A	A1A-A1A	51,830	308,440	1946	
T&P	30-37	2010-2017	2250	GM-EMD	E8A	A1A-A1A	56,465	335,270	1951	
MP	38-41	7018-7021	2250	GM-EMD	E8A	A1A-A1A	55,950	332,220	1950	
MP	42	—	2250	GM-EMD	E8A	A1A-A1A	55,950	332,220	1950	21
C&EI	43	1103	2400	GM-EMD	E9A	A1A-A1A	53,520	328,580	1958	22
MP	44-51	8001-8008	2000	Alco-GE	PA-2	A1A-A1A	52,650	315,730	1949	44, 52
MP	52-55	8009-8012	2250	Alco-GE	PA-3	A1A-A1A	52,600	315,570	1950	44, 52, 53
MP	56-61	8013-8018	2250	Alco-GE	PA-3	A1A-A1A	52,800	316,800	1951	44, 52, 53
MP	62-79 (1st)	8019-8036	2250	Alco-GE	PA-3	A1A-A1A	53,180	319,050	1952	44, 52, 53
C&EI	68-81 (2nd)	203-216	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	23
C&EI	82-87	217-222	1500	GM-EMD	GP7	B-B	64,010	256,040	1950	24
C&EI	88-91	223-226	1500	GM-EMD	GP7	B-B	62,634	250,535	1951	23
CHTT	92-93	227-228	1500	GM-EMD	GP7	B-B	62,698	250,630	1950-1	
CHTT	94	230	1500	GM-EMD	GP7	B-B	62,698	250,535	1951	25
C&EI	95-96	231-232	1500	GM-EMD	GP7	B-B	62,634	250,535	1951	
KO&G	97-100	801-804	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	27
KO&G	101-102	805-806	1500	GM-EMD	GP7	B-B	61,260	245,030	1952	27
KO&G	103-105	807-809	1500	GM-EMD	GP7	B-B	61,260	245,030	1952-3	27
MV	106-109	151,154, 152-153	1500	GM-EMD	GP7	B-B	61,490	245,950	1953	26, 27
T&P	110-116	1110-1116	1500	GM-EMD	GP7	B-B	62,270	249,080	1950	27
T&P	117-118	1117-1118	1500	GM-EMD	GP7	B-B	61,060	244,240	1951	27
T&P	119-124	1119-1124	1500	GM-EMD	GP7	B-B	61,060	244,240	1951	27
T&P	125-130	1125-1130	1500	GM-EMD	GP7	B-B	61,135	244,540	1952	27
MP	131-135	4116-4120	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	27
MP	136-138	4121-4123	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	27
MP	139-156	4124-4141	1500	GM-EMD	GP7	B-B	61,005	244,030	1950	27
MP	157-162	4153-4158	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	10, 27
MP	163-164	4159-4160	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	27
MP	165-166	4164-4165	1500	GM-EMD	GP7	B-B	61,180	244,725	1951	27
MP	167-195	4166-4194	1500	GM-EMD	GP7	B-B	61,180	244,725	1951	27
MP	196-201	4197-4202	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	27
MP	202-206	4203-4207	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	27
MP	207-237	4209-4235, 4237-4240	1500	GM-EMD	GP7	B-B	61,690	246,755	1952	27
MP	238	4245	1500	GM-EMD	GP7	B-B	63,750	255,000	1952	27
MP	239	4249	1500	GM-EMD	GP7	B-B	63,750	255,000	1952	27
MP	240-262	4261-4283	1500	GM-EMD	GP7	B-B	60,690	242,760	1953	10, 27
MP	263-265	4284-4286	1500	GM-EMD	GP7	B-B	60,600	242,400	1953	27
MP	266-268	4287-4289	1500	GM-EMD	GP7	B-B	60,600	242,400	1953	27
MP	269-270	4290-4291	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	27
MP	271-276	4292-4297	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	27
MP	277	4298	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	27
MP	278-294	4299-4315	1500	GM-EMD	GP7	B-B	61,100	244,400	1954	27
MP	295-299	4142-4146	1500	GM-EMD	GP7	B-B	63,750	255,000	1950	27, 54
MP	300-302	4147-4149	1500	GM-EMD	GP7	B-B	66,000	264,000	1950	28
MP	303-305	4150-4152	1500	GM-EMD	GP7	B-B	66,000	264,000	1951	28
MP	306-308	4161-4163	1500	GM-EMD	GP7	B-B	66,000	264,000	1951	28
MP	309-315	4241-4244, 4246-4248	1500	GM-EMD	GP7	B-B	66,000	264,000	1952	28
MP	316-317	4250-4251	1500	GM-EMD	GP7	B-B	66,000	264,000	1952	28
MP	318-319	4252-4253	1500	GM-EMD	GP7	B-B	65,600	262,400	1953	28
MP	320-321	4254-4255	1500	GM-EMD	GP7	B-B	65,600	262,400	1953	28
MP	322-326	4256-4260	1500	GM-EMD	GP7	B-B	65,600	262,400	1953	28
MP	327-331	4316-4320	1500	GM-EMD	GP7	B-B	65,600	262,400	1954	28
MP	332-333 (1st)	4321-4322	1500	GM-EMD	GP7	B-B	66,000	264,000	1954	28, 44
MP	334-335	4323-4324	1500	GM-EMD	GP7	B-B	66,000	264,000	1954	28
MP	336	4325	1500	GM-EMD	GP7	B-B	65,600	262,400	1954	28
C&EI	340-341	233-234	1750	GM-EMD	GP9	B-B	61,480	245,600	1956	
C&EI	342-345	235-238	1750	GM-EMD	GP9	B-B	61,480	245,600	1957	
MP	346-385	4332-4371	1750	GM-EMD	GP9	B-B	60,750	243,000	1955	28, 44
T&P	386-391	1131-1136	1750	GM-EMD	GP9	B-B	61,770	247,080	1957	28
T&P	392-399	1137-1144	1750	GM-EMD	GP9	B-B	61,625	246,500	1959	28
MP	400-446		1800	GM-EMD	GP18	B-B	63,650	254,600	1962	44

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Perhaps you've thought of starting a small business of your own . . . a franchised drive-in, or maybe a service business. Trouble is, you need $10,000 to $15,000 to get started and even then it's a gamble—with slim chance of ever making really big money.

But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

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Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

• A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!

• Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one

The thrill of receiving money in your mail is one you'll never tire of!

cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

Repeat orders alone, just from mailing catalogs, could bring you a steady income for the rest of your life!

Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

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A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

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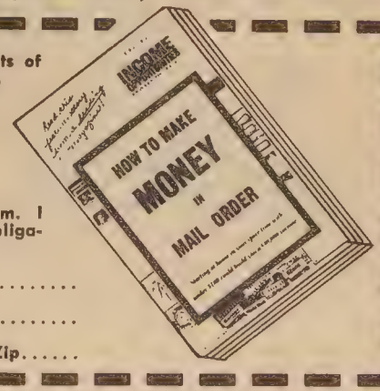

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Owner	Road Numbers	Old Numbers	HP	Builder	Bldr's. Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
MP	447-480	—	1800	GM-EMD	GP18	B-B	64,100	256,400	1962	19, 44
MP	481-499 (2nd)	—	1800	GM-EMD	GP18	B-B	64,235	256,940	1962-3	
MP	488-499 (1st)	4601-4612	1800	Alco Pr.	RS-11	B-B	61,650	246,600	1959	12
T&P	500-504	1145-1149	1800	GM-EMD	GP18	B-B	61,630	246,520	1960	29
MP	505-530	4801-4826	1800	GM-EMD	GP18	B-B	61,625	246,500	1960	30
MP	531-533	4827-4829	1800	GM-EMD	GP18	B-B	64,190	256,750	1962	31
MP	534-549	—	1800	GM-EMD	GP18	B-B	64,100	256,400	1962	31
MP	550	—	1800	GM-EMD	GP18	B-B	64,545	258,180	1963	
KO&G	570-571	700-701	2000	GM-EMD	GP28	B-B	65,825	263,300	1964	32
MP	572-576	—	2000	GM-EMD	GP38	B-B	65,780	263,120	1966	
MP	577	—	2000	GM-EMD	GP38	B-B	64,975	259,900	1967	
C&EI	590-592	239-241	2250	GM-EMD	GP30	B-B	62,440	249,750	1963	33
T&P	600-614	—	2500	GM-EMD	GP35	B-B	64,700	258,800	1964	19
MP	615-624	—	2500	GM-EMD	GP35	B-B	64,700	258,800	1964	
MP	625-639	—	2500	GM-EMD	GP35	B-B	64,450	257,800	1965	
T&P	640-649	—	2500	GM-EMD	GP35	B-B	64,450	257,800	1965	
CHTT	650	242	2500	GM-EMD	GP35	B-B	61,870	247,480	1964	34
C&EI	651-652	243-244	2500	GM-EMD	GP35	B-B	61,845	247,380	1964	36
C&EI	653-662	245-254	2500	GM-EMD	GP35	B-B	61,835	247,320	1964	36
C&EI	663-672	255-264	2500	GM-EMD	GP35	B-B	61,850	247,415	1964	36
C&EI	673-680	265-272	2500	GM-EMD	GP35	B-B	63,780	255,130	1965	
MP	700-719 (2nd)	—	3000	GM-EMD	SD40	C-C	97,475	389,910	1967	
MP	720-733 (2nd)	—	3000	GM-EMD	SD40	C-C	96,975	387,900	1968	
MP	700-711 (1st)	513A-524A	1500	GM-EMD	F3A	B-B	57,555	230,230	1947	27, 44
MP	712-714 (1st)	525-527	1500	GM-EMD	F3A	B-B	57,555	230,230	1947	27, 44
MP	715-726 (1st)	529-540	1500	GM-EMD	F3A	B-B	57,555	230,230	1947	27, 44
MP	727-738 (1st)	541-552	1500	GM-EMD	F3A	B-B	57,155	228,620	1948	19, 27, 44
MP	739-746	553-560	1500	GM-EMD	F3A	B-B	56,560	226,250	1948	20, 27
C&EI	750	1405	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	
C&EI	750B	1501	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	
C&EI	751	1407	1500	GM-EMD	F3A	B-B	59,940	239,760	1948	
C&EI	751B	1502	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	
C&EI	752B-753B	1503-1504	1500	GM-EMD	F3B	B-B	59,210	236,820	1948	
MP	765-770	561-566	1500	GM-EMD	F3A	B-B	59,780	239,130	1948	27, 44, 55
MP	771-774	567-570	1500	GM-EMD	F3A	B-B	59,780	239,130	1948	27, 44, 55
MP	785-786	617-618	1500	GM-EMD	F7A	B-B	61,500	246,000	1950	27
MP	790-795	571-576	1500	GM-EMD	F3A	B-B	57,155	228,620	1948	27
MP	796-797	577-578	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	27
MP	798-813	579-594	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	19, 27, 44
MP	814-817	595-598	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	27
MP	818-825	599-606	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	27, 44
MP	826-829	607-610	1500	GM-EMD	F7A	B-B	58,180	232,720	1949	27, 44
MP	830-833	611-614	1500	GM-EMD	F7A	B-B	60,500	242,000	1949	27
MP	834-835	615-616	1500	GM-EMD	F7A	B-B	57,255	229,020	1950	27, 44
MP	836-839	619-622	1500	GM-EMD	F7A	B-B	57,810	231,250	1951	27
MP	840-843	623-626	1500	GM-EMD	F7A	B-B	57,810	231,250	1951	27
MP	790B-795B	513B-518B	1500	GM-EMD	F3B	B-B	55,935	223,740	1947	27
MP	796B	525B	1500	GM-EMD	F3B	B-B	55,935	223,740	1947	27
MP	797B-800B	553B-556B	1500	GM-EMD	F3B	B-B	54,930	219,720	1948	27, 44
MP	801B-806B	561B-566B	1500	GM-EMD	F3B	B-B	57,750	231,000	1948	27
MP	807B-810B	567B-570B	1500	GM-EMD	F3B	B-B	57,750	231,000	1948	19, 27
MP	811B-818B	587B-594B	1500	GM-EMD	F7B	B-B	58,545	234,190	1949	19, 27, 44
MP	819B-820B	595B-596B	1500	GM-EMD	F7B	B-B	58,545	234,190	1949	27
MP	821B-822B	619B-620B	1500	GM-EMD	F7B	B-B	57,115	228,470	1951	27
KO&G	844-845	751-752	1500	GM-EMD	F7A	B-B	57,760	231,025	1949	27, 37
KO&G	846B-847B	755B-756B	1500	GM-EMD	F7B	B-B	57,245	228,980	1949	27
TP-MP	848-849	—	1500	GM-EMD	F7A	B-B	60,325	241,300	1950	27, 38
MP	848B-849B	—	1500	GM-EMD	F7B	B-B	61,185	244,750	1950	27, 39
T&P	850-861	1500-1511	1500	GM-EMD	F7A	B-B	58,580	234,320	1949	27, 55
T&P	850B-861B	1500B-1511B	1500	GM-EMD	F7B	B-B	57,635	230,540	1949	27, 37, 44
T&P	862-869	1512-1519	1500	GM-EMD	F7A	B-B	58,580	234,320	1949	27, 37
T&P	862B-865B	1512B-1515B	1500	GM-EMD	F7B	B-B	57,635	230,540	1949	19, 27
T&P	870-886	1520-1536	1500	GM-EMD	F7A	B-B	58,765	235,060	1950	27, 37
T&P	866B-867B	1516B-1517B	1500	GM-EMD	F7B	B-B	54,354	225,418	1950	27, 37
T&P	868B-873B	1518B-1523B	1500	GM-EMD	F7B	B-B	57,610	230,440	1951	27, 44
T&P	874B-880B	1524B-1530B	1500	GM-EMD	F7B	B-B	57,610	230,440	1951	19, 27, 37
T&P	881B-884B	1531B-1534B	1500	GM-EMD	F7B	B-B	57,585	230,340	1952	27
T&P	887-907	1537-1557	1500	GM-EMD	F7A	B-B	58,525	234,100	1951	27, 37, 44
T&P	908-930	1558-1580	1500	GM-EMD	F7A	B-B	58,525	234,100	1951	19, 27, 37, 44
T&P	931-932	1581-1582	1500	GM-EMD	F7A	B-B	57,935	231,740	1952	27
C&EI	933-942 (2nd)	1600-1609 (2nd)			FP7A	B-B	61,240	244,960	1949	
MP	935-940 (1st)	941-946 (1st)	1600	BLHW	AS-16	B-B	64,500	258,000	1954	11, 19, 52, 56
MP	941-946 (1st)	4326-4331	1600	BLHW	AS-16	B-B	64,500	258,000	1954	11
MP	944-955 (2nd)	488-499 (1st)	1650	Alco Pr.	RS-11	B-B	61,890	247,560	1959	12
TP-MP	956-957	21-22	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	40
TP-MP	958	23	1500	Alco-GE	RS-2	B-B	62,500	250,000	1949	40
TP-MP	959	24	1600	Alco	RS-3	B-B	62,500	250,000	1956	40
MI	960 (1st)	61	1500	Alco-GE	RS-2	B-B	58,230	232,920	1949	40
MI	961 (1st)	62	1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	40
MI	962 (1st)	63	1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	40
MI	963 (1st)	64	1600	Alco-GE	RS-3	B-B	61,210	244,840	1952	40
MI	964-965 (1st)	65-66	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	40
MI	966-967	67-68	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	40
MI	968-969	69-70	1600	Alco	RS-3	B-B	61,210	244,840	1954	40
MI	970-973	71-74	1600	Alco	RS-3	B-B	61,210	244,840	1955	40
MP	974-999	4501-4526	1600	Alco	RS-3	B-B	62,375	249,500	1955	41
MP	960-965 (2nd)	—	3000	GE	U30C	C-C	97,000	388,000	1968	
T&P	1000-1001	1000-1001	1000	GM-EMD	NW2	B-B	61,660	246,640	1946	
T&P	1002-1008	1002-1008	1000	GM-EMD	NW2	B-B	61,660	246,640	1947	
T&P	1009-1014	1009-1014	1000	GM-EMD	NW2	B-B	61,660	246,640	1948	
T&P	1015-1019	1015-1019	1000	GM-EMD	NW2	B-B	61,535	246,140	1949	
FWB	1020	2	1000	GM-EMD	NW2	B-B	61,240	244,960	1946	

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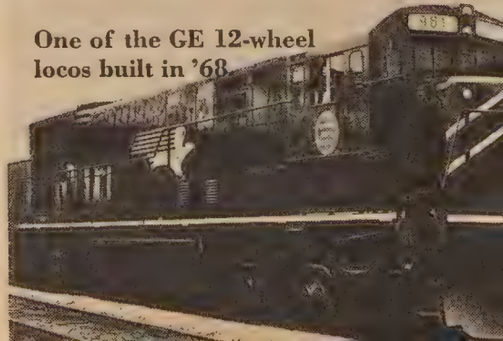

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(Continued from page 44)

(44) The following units were traded to GM-EMD for new power: 1098-1099, 6008 (2/15/66) 6018 (1966), 6610-6611, 44-48, 54, 56, 58, 61, 78-79 (1st), 332 (1st), 355, 423, 425, 459, 700-733 (1st), 735-746 (1st), 765-766, 769-770, 774, 809, 812, 824, 827, 835, 904, 920, 797B-798B, 812B, 816B, 859B, 868B, 870B, 1021-1022, 1062-1097 (1st), 1260-1299 (1st), 6010-6017, 6612-6613.

(45) 1254, 1260 (2nd) were originally Bauxite & Northern 10-11, then MP 1254, 1260 (2nd). Nos. 1261-1262 (2nd) were originally Rockdale, Sandow & Southern 8-9, then MP 126-1262 (2nd).

(47) 6005, 6007 sold to Prec. Eng. (8/9/65, 8/10/65), then to Pickens RR., renumbered 3-4.

(48) 6603 sold to Geo. R. Silcott (2/10/67), then to Prec. Eng. then to Relco.

(49) 6604-6606 sold to Geo. R. Silcott (3/28/63, 4/4/63, 3/28/63); then to Brooklyn Eastern District Terminal, renumbered 22-24.

(50) 3001, stenciled Kansas Missouri Elevator Co., was sold to Jones Coal Co. (10/25/61).

(51) 9021 was sold to Ethyl Corp. (11/23/60) and renumbered 100.

(52) The following units were sold to Prec. Eng.: 20-21 (8/1/67), 49-51 (1964-5), 53, 55, 59, 64, 71 (1st), 73 (1st), 75 (1st), 937 (1st) (1965), 1051 (1967), 3500 (4/27/65), 3502-3503 (4/27/65). No. 937 (1st) sold to Geo. R. Silcott, then to Iron Mines of Venezuela (1965).

(53) 52, 57, 60, 62-63, 65-70 (1st), 72 (1st), 74 (1st), 76-77 (1st) sold to Chandeysson Electric Co. 5/28/64 and scrapped.

(54) 299 renumbered 332 (2nd).

(55) The following units were traded to GE for new power and were scrapped: 767-768, 771-773, 861.

(56) 935 (1st) sold to Geo. R. Silcott (1962), then to Iron Mines of Venezuela.

(57) The following units were sold to Birmingham Rail & Locomotive Co.: 936 (1st) (1965), 939-940 (1st) (1965).

(58) 1023 sold to Big Rock Stone & Material Co. (1967), renumbered 1023.

(59) 1035 renumbered 1230 (2nd).

(60) 1054 sold to Gifford Hill Gravel Co. (7/18/66).

Missouri Pacific photograph

Missouri Pacific diesels are repaired in the shops at North Little Rock, Ark.

MP System Roster After Renumbering

Owner	Road Numbers	Old Numbers	HP	Builder	Bldr's. Model	Wheel Arngt.	Effort Tract.	Weight	Date	Notes
MP	1021	9104	1000	GM-EMC	NW2	B-B	62,655	250,620	1939	44
MP	1022	9106	1000	GM-EMD	NW2	B-B	61,400	245,600	1941	44
MP	1023	9000	600	GM-EMC	SW	B-B	55,900	223,600	1937	58
KO&G	1027	1001	1000	GM-EMD	NW2	B-B	61,140	244,560	1949	
MI	1028	51	1000	GM-EMD	NW2	B-B	61,585	246,340	1949	
C&EI	1029-1034	120-125	1000	GM-EMD	NW2	B-B	60,900	243,620	1949	42
MP	1035	9102	1000	Alco	HH 1000	B-B	57,600	230,400	1939	59
MP	1036	9107	1000	Alco-GE	S2	B-B	57,600	230,400	1941	19
MP	1037-1041	9108-9112	1000	Alco-GE	S2	B-B	57,600	230,400	1943	19
MP	1042-1043	9113-9114	1000	Alco-GE	S2	B-B	57,600	230,400	1944	19
MP	1044-1045	9115-9116	1000	Alco-GE	S2	B-B	57,600	230,400	1945	19
MP	1046-1050	9128-9132	1000	Alco-GE	S2	B-B	57,600	230,400	1949	19, 43
MP	1051-1053	9156-9158	1000	Alco-GE	S2	B-B	57,600	230,400	1945	19, 43, 52
MP	1054	9159	1000	Alco-GE	S2	B-B	57,600	230,400	1946	60
MP	1055-1056	9168-9169	1000	Alco-GE	S2	B-B	57,600	230,400	1949	20
TP-MP	1057-1058	11-12	1000	Alco-GE	S2	B-B	69,000	230,000	1948	43
TP-MP	1059-1060	13-14	1000	Alco-GE	S2	B-B	69,000	230,000	1948	43
MP	1062 (1st)	9103	1000	Baldwin	VO-1000	B-B	60,500	242,015	1939	44
MP	1063 (1st)	9117	1000	Baldwin	VO-1000	B-B	60,500	242,015	1945	44
MP	1064 (1st)	9118	1000	Baldwin	VO-1000	B-B	60,500	242,015	1945	44
MP	1065 (1st)	9119	1000	Baldwin	VO-1000	B-B	60,500	242,015	1945	44
MP	1066-1068 (1st)	9120-9122	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1948	44
MP	1069 (1st)	9123	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	44
MP	1070-1073 (1st)	9124-9127	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	44
MP	1074-1082 (1st)	9133-9141	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1950	44
MP	1083 (1st)	9148	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1950	44
MP	1084-1086 (1st)	9150-9152	1000	Baldwin	VO 1000	B-B	60,300	241,200	1944	44
MP	1087-1089 (1st)	9153-9155	1000	Baldwin	VO 1000	B-B	60,300	241,200	1944	44
MP	1090-1091 (1st)	9160-9161	1000	Baldwin	VO 1000	B-B	60,300	241,200	1946	44
MP	1092-1097 (1st)	9162-9167	1000	BW	DS 4-4-1000	B-B	57,450	229,815	1949	44
UR (Mfs)	1098-1099	9198-9199	1000	Baldwin	VO 1000	B-B	60,300	241,200	1945	44
TP-MP	1061 (2nd)	956	1500	Alco-GE	RS-2	B-B	61,185	244,740	1948	40
MP	1062-1063 (2nd)	984, 993	1600	Alco	RS-3	B-B	60,460	241,840	1955	40
MI	1064 (2nd)	960	1500	Alco-GE	RS-2	B-B	58,375	233,500	1949	40
MI	1065 (2nd)	961	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	40
MI	1066 (2nd)	972	1600	Alco	RS-3	B-B	60,360	241,440	1955	40
MI	1067 (2nd)	963	1600	Alco-GE	RS-3	B-B	60,360	241,440	1952	40
MP	1068 (2nd)	983	1600	Alco	RS-3	B-B	60,460	241,840	1955	40
MI	1069 (2nd)	965	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	40
MI	1070 (2nd)	966	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	40
TP-MP	1071 (2nd)	959	1600	Alco	RS-3	B-B	61,185	244,740	1956	40
MI	1072-1073 (2nd)	968-969	1600	Alco	RS-3	B-B	60,360	241,440	1954	40
MP	1074-1078 (2nd)	974, 976, 981, 982, 994	1600	Alco	RS-3	B-B	60,460	241,840	1955	40
MI	1079 (2nd)	970	1600	Alco	RS-3	B-B	60,360	241,440	1955	40
MP	1080 (2nd)	985	1600	Alco	RS-3	B-B	60,460	241,840	1955	40
MI	1081 (2nd)	971	1600	Alco	RS-3	B-B	60,360	241,440	1955	40
MP	1082-1090 (2nd)	998, 988, 989, 995, 996, 992, 997, 999, 987	1600	Alco	RS-3	B-B	61,050	244,200	1955	40
MI	1091 (2nd)	967	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	40
MI	1092 (2nd)	973	1600	Alco	RS-3	B-B	60,360	241,440	1955	40
MI	1093 (2nd)	962	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	40
MP	1094 (2nd)	986	1600	Alco	RS-3	B-B	61,050	244,200	1955	40
MI	1095 (2nd)	964	1600	Alco-GE	RS-3	B-B	60,360	241,400	1953	40
MP	1096-1097 (2nd)	990-991	1600	Alco	RS-3	B-B	61,050	244,200	1955	40
MP	1100-1119	—	1200	GM-EMD	SW1200	B-B	61,525	246,100	1963	
MP	1120-1125	—	1200	GM-EMD	SW1200	B-B	61,525	246,100	1963	
MP	1126-1133	—	1200	GM-EMD	SW1200	B-B	61,860	247,440	1964	
MP	1134-1151	—	1200	GM-EMD	SW1200	B-B	62,190	248,760	1966	
MP	1152-1166	—	1200	GM-EMD	SW1200	B-B	61,895	247,580	1965	
MP	1175-1189	—	1200	GM-EMD	SW1200	B-B	61,860	247,440	1964	
MP	1190-1199	—	1200	GM-EMD	SW1200	B-B	62,530	250,120	1963	
MP	1200-1201	—	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
C&EI	1202-1207	126-131	1200	GM-EMD	SW7	B-B	60,870	243,480	1950	
CHTT	1208-1209	132-133	1200	GM-EMD	SW7	B-B	60,720	242,890	1950	
MP	1210-1214	9142-9146	1200	GM-EMD	SW7	B-B	61,650	246,610	1950	
T&P	1215-1218	1020-1023	1200	GM-EMD	SW7	B-B	61,715	246,860	1950	
T&P	1219-1223	1024-1028	1200	GM-EMD	SW9	B-B	61,755	247,020	1951	
T&P	1224-1231 (1st)	1029-1036	1200	GM-EMD	SW9	B-B	61,755	247,020	1951	20
MP	1232-1248	9170-9186	1200	GM-EMD	SW9	B-B	61,650	246,610	1951	
MP	1249-1253	9187-9191	1200	GM-EMD	SW9	B-B	61,650	246,610	1951	
MP	1254	—	1200	GM-EMD	SW9	B-B	61,650	246,610	1952	45
MP	1255-1259	—	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
MP	1260 (2nd)	—	1200	GM-EMD	SW1200	B-B	61,635	246,540	1954	45
MP	1261 (2nd)	—	1200	GM-EMD	SW1200	B-B	61,635	246,540	1955	45
MP	1262 (2nd)	—	1200	GM-EMD	SW1200	B-B	61,635	246,540	1955	45
MP	1263-1264 (2nd)	—	1200	GM-EMD	SW1200	B-B	61,900	247,600	1964	
MP	1265-1268 (2nd)	—	1200	GM-EMD	SW1200	B-B	61,645	246,580	1965	
MP	1269-1274 (2nd)	—	1200	GM-EMD	SW1200	B-B	61,645	246,580	1965	
MP	1275-1279 (2nd)	—	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
T&P	1280-1299 (2nd)	—	1200	GM-EMD	SW1200	B-B	62,390	249,560	1966	
MP	1260-1271 (1st)	9200-9211	1200	BLHW	S-12	B-B	58,900	235,600	1951	44
MP	1272-1279 (1st)	9212-9219	1200	BLHW	S-12	B-B	60,250	241,000	1951	44
MP	1280-1286 (1st)	9220-9226	1200	BLHW	S-12	B-B	59,505	238,020	1952	44
MP	1287-1289 (1st)	9227-9229	1200	BLHW	S-12	B-B	59,505	238,020	1952	44
MP	1290-1292 (1st)	9230-9232	1200	BLHW	S-12	B-B	59,505	238,020	1952	44
MP	1293-1299 (1st)	9233-9239	1200	BLHW	S-12	B-B	60,510	242,050	1953	44
NO&LC	1650	3003	165	Plymouth	JDT-18	B	9,000	36,000	1957	
MP	2400	3000	175	Plymouth	ML6	B	15,000	60,000	1931	19
MP	2401	3004	240	Plymouth	JDT-25	B	12,500	50,000	1961	
MP	3500-3501	800-801	350	GE	44-ton	B-B	21,955	87,830	1941	19, 52
MP	3502-3503	811, 814	350	GE	44-ton	B-B	21,955	87,830	1942	52
MP	3504	802	350	Porter	44-ton	B-B	21,955	87,830	1941	19

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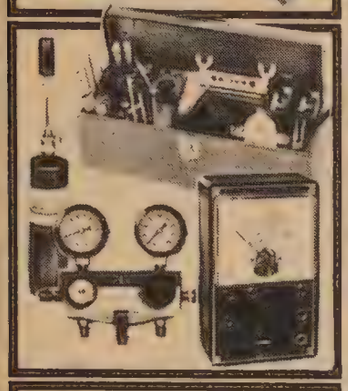

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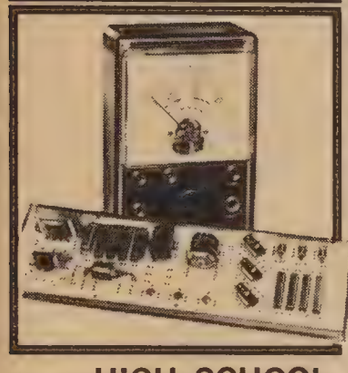

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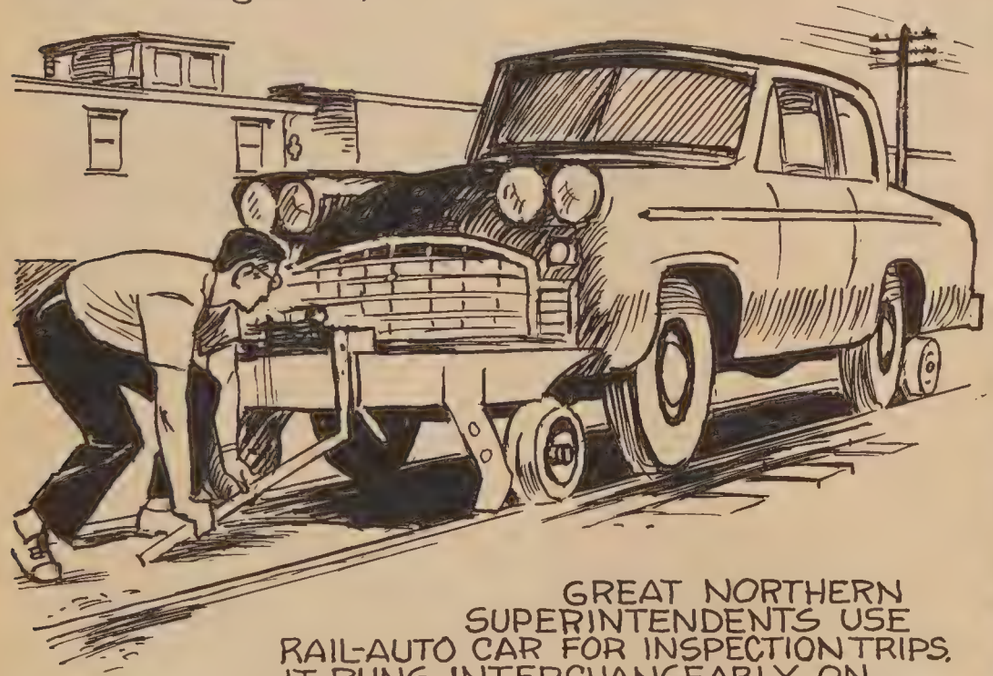

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Missouri Pacific's "Chemical Special" carries products from Gulf Coast petrochemical plants to northern and eastern markets.
Missouri Pacific photographs

MP System Roster After Renumbering

Owner	Road Numbers	Old Numbers	HP	Builder	Bldr's. Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
MP	3505	304	350	Whitcomb	44-ton	B-B	21,955	87,830	1940	19
C&EI	6000-6001	98-99	600	GM-EMD	SW1	B-B	48,310	193,240	1941	20
UT	6005	5	600	GM-EMC	SW	B-B	50,400	201,610	1938	47
SJB	6006	10	600	GM-EMC	SW	B-B	50,400	201,610	1938	19
SJB	6007	11	600	GM-EMC	SW	B-B	50,400	201,610	1937	47
SJB	6008	12	600	GM-EMD	SW1	B-B	48,010	192,050	1947	44
MP	6009	9003	600	GM-EMC	SW	B-B	50,930	203,720	1937	19
MP	6010-6011	9004-9005	600	GM-EMC	SW1	B-B	50,410	201,635	1939	44
MP	6012	9006	600	GM-EMD	SW1	B-B	49,655	198,630	1940	44
MP	6013	9011	600	GM-EMD	SW1	B-B	49,655	198,630	1941	44
MP	6014-6016	9016, 9018-9019	600	GM-EMC, GM-EMD	SW1	B-B	50,410	201,635	1939-40	44
MP	6017	9020	600	GM-EMC	SW1	B-B	49,565	198,260	1939	44
FWB	6018	1	600	GM-EMC	SW1	B-B	49,900	199,600	1939	44
MP	6600-6601	9007-9008	660	Alco-GE	S1	B-B	57,600	230,400	1940	19
TP-MP	6602	3	660	Alco-GE	S1	B-B	59,850	199,500	1940	19
TP-MP	6603	4	660	Alco-GE	S1	B-B	59,400	198,000	1941	48
NO&LC	6604-6606	9013-9015	660	Alco-GE	S1	B-B	49,400	198,000	1947	49
UR (Mfs)	6610-6611	9090-9091	660	Baldwin	VO 660	B-B	49,165	196,660	1942	44
MP	6612	9009	660	Baldwin	VO 660	B-B	50,800	203,200	1940	44
MP	6613	9012	660	Baldwin	VO 660	B-B	57,600	230,400	1941	44
T&P	8000-8007	811-818	880	GM-EMD	SW8	B-B	57,950	231,800	1952	

Hoses from overhead bins are used to fill loco sandboxes at N. Little Rock.

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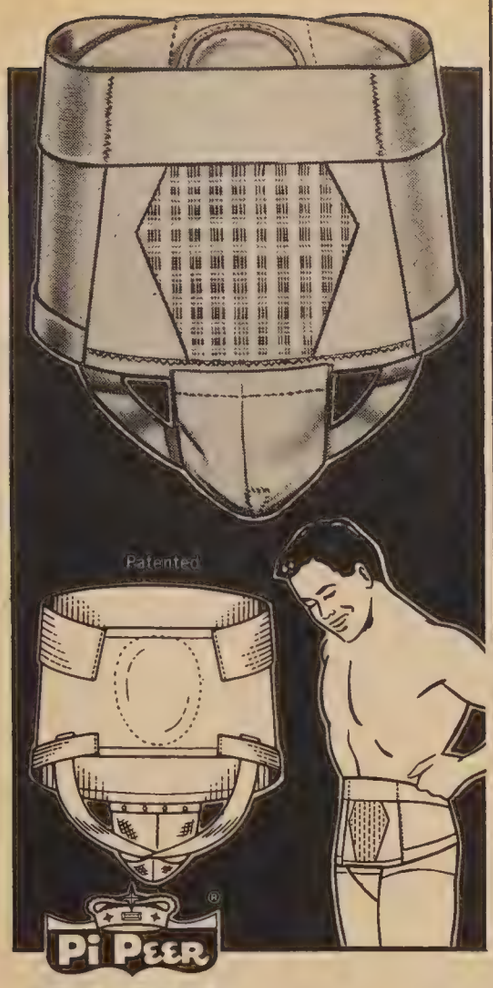

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HOBBY CLUB

conducted by Sy Reich

MEDALLIONS commemorating the coming Golden Spike Centennial have been struck by the U.S. Mint at Philadelphia and are now on sale. Authorized by Congress and designed by Mint engraver Frank Gasparro, they are of bronze and come in two sizes: 1½" and 2½" in diameter, and sell for $2.50 and $7.50 each, respectively. The larger size also is available in silver alloy for $25. Proceeds from sales will help finance a year-long nation-wide celebration of what happened on May 10, 1869. Address all orders to Field Headquarters, Golden Spike Centennial Celebration Committee, Room 2419, Federal Bldg., Ogden, Utah.

Actually, three spikes were used in the famous ceremony that noon on the plain at Promontory Summit: Arizona presented one made of layers of gold, silver, and iron; Nevada offered one of silver; and California furnished a gold one. All still exist, the Golden Spike being in the Stanford Museum of Leland Stanford University, Palo Alto, Calif. The laurel crosstie used for the ceremony was lost in the San Francisco fire of 1906.

The line on which the rails were joined became part of the Southern Pacific, and was bypassed early in this century when the Lucin Cutoff across Great Salt Lake was opened. The old line remained as a branch around the north end of the lake, however, until 1942, when the ICC authorized its removal for scrap steel.

Pads of 1½x2¼" colored stickers commemorating the Golden Spike Centennial, 100 to a pad, are available without charge from Association of American Railroads, Public Relations Dept., Transportation Bldg., Washington, D.C. 20006.

NRHS Promontory Chapter is seeking a steam loco for use in Golden Spike Centennial ceremonies now being planned. Trips from Salt Lake City are proposed. Information should be sent to the chapter at 2624 South 11th East St., Salt Lake City, Utah 84106.

Adding to the last item in our November department, R. Hervey Angier, retired SP engineer, 402 Channing Ave., San Antonio, Texas 78210, writes that railroad-emblem patches may be bought also from Colorado Railroad Museum, Box 41, Golden, Colo. 80401.

THE CENTRAL PACIFIC AND UNION PACIFIC RAILROADS LINKING THE NATION
"...THE PACIFIC RAILWAY IS COMPLETED."
MAY 10, 1869
PROMONTORY SUMMIT, UTAH

Both sides of new Centennial medal.

Tourist- and museum-lines seeking ways to attract the public should note the method used recently by the Mid-Continent Railway Museum, North Freedom, Wisconsin. Members of an old-automobile club were invited to drive their venerable cars to the Museum for a meeting and public display in conjunction with the train operation. It worked out fine, for many people are interested in old autos as well as in trains and trolleys.

Abandonment of the Washington & Old Dominion took place last August 21st, relates H. Glenn Cunningham, 923 Circle Dr. S.E., Vienna, Va. 22180. "Some of us railfans assembled at Herndon, Va., to see the last train pick up the last boxcar west of Vienna. We had a tape recorder, and a few words of farewell were given by Herndon's Mayor, Richard Bennett. The W&OD had once been a longer and more important line, though it still served 62 industries, and we were sorry to see it go."

Unused but invalidated Georgia RR. card tickets and coupon interline tickets are being sold as collectors' items by NRHS Augusta Chapter, P.O. Box 4094, Martinez, Ga. 30907, to help raise funds for building an operating museum. A package of 20 different tickets costs $1, while $3.50 brings 80.

We are pleased that C&O-B&O retains the spirit of history under which the Baltimore & Ohio set up its famous Transportation Museum in Baltimore years ago. Located at old Mount Clare Station, Pratt and Poppleton Sts., the Museum is open Wednesdays through Sundays, 10 a.m. to 4 p.m. Schools and clubs wishing to arrange special tours of it should contact C&O-B&O Public Relations Dept., 1 Charles Center, Baltimore, Md. 21201.

Full-color prints of railroad-scene paintings are offered by Railway Classics, 102 Cherry St., Janesville, Wis. 53545. Latest view is of a Union Pacific 4-6-6-4 Challenger; other views include steam, diesel, and trolley scenes. Catalog depicting the prints and other rail items is available free.

Recent additions to the museum pieces acquired by Puget Sound Ry. Historical Assn. were moved in a train from Auburn, Wash., to the club's grounds at Snoqualmie, where the Puget Sound & Snoqualmie line has been operating. The unusual Northern Pacific special train consisted of two small articulated steam locos, two old coaches, Spokane International's business car, a rotary snow plow, and a passenger car dating from 1883 which has served at various times as a superintendent's car, an observation car, and a crew car.

Been wondering where to obtain a rubber-stamp with your name, address, and a railroad or trolley design to personalize your stationery? One maker of such stamps, John F. Keavy, Jr., 504 Peckham St., Fall River, Mass. 02721, offers more than 30 different cuts, including steam, diesel, trolley, a Pennsy GG-1, and even several British steam designs. A sheet giving details will be sent upon receipt of a stamped, self-addressed long envelope. John also sells reproductions of oldtime railroad posters, $1.25 each; details on request.

For sale: an entire railroad history library: the Paul Henchey collection of material on the history of steam transportation in western U.S. Included are books and periodicals of many sorts, a collection of more than 8,000 original glossy photos with negatives and captions (publication rights go to the purchaser), railroad memorabilia and artifacts, and the Henchey correspondence with railroad historians, libraries, enthusiasts, railroads, etc. Here is a valuable asset for any school or library desiring such research material. Price is $37,600; details from International Bookfinders, Inc., Box 3003, Beverly Hills, Calif. 90212.

Gold Coast Railroad is building a new station at Snyder Park, just north

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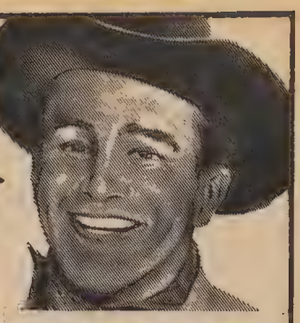

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THE BOOM THAT HAD TO COME IS NOW ON IN NEVADA. Ground floor buyers are reaping fortunes from small initial investments. A factual example of skyrocketing values is Las Vegas, Nevada. Land in Las Vegas that originally sold for $200.00 an acre now sells for $20,000.00 an acre, a profit of 1000%! Buyers who took advantage of low opening prices have become wealthy. The ground floor opportunity of Las Vegas is gone, BUT ANOTHER AREA OF PROPEROUS NEVADA IS BEING RELEASED FOR PUBLIC SALE!

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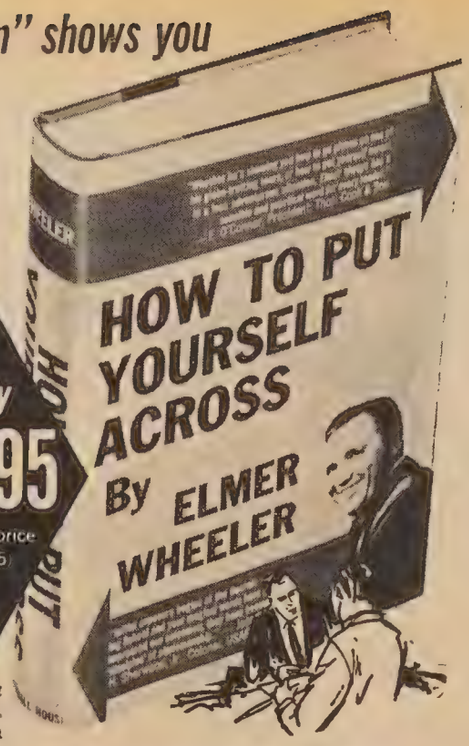

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Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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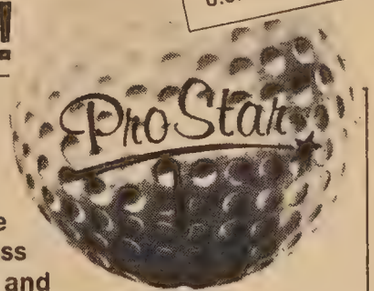

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of Fort Lauderdale, Fla. This operating steam tourist- and museum-line offers train rides on Sundays throughout the year from 1 to 5 p.m. at its terminal, 811 S.W. 34th St., Fort Lauderdale. The new station will house the waiting-room, gift shop, ticket office, exhibit area, management offices, and caretakers' quarters, and will have both central air-conditioning and a potbelly stove.

Canadian National may soon abandon passenger service on its 3½-foot-gage Newfoundland Railway in favor of bus service, reports the Upper Canada Railway Society. The Canadian Transport Commission has held that railway passenger service must be maintained until the commission is satisfied that the bus service is adequate under all conditions. Possibly extreme winter weather will make bus operation unsafe or impossible; so CN must be ready to resume rail passenger runs until April 15th.

Along the Steam Trail

Southern Railway under its railfan president, W. Graham Claytor, Jr., has been taking a much-appreciated attitude toward the railroad hobby. Witness the Southern's recent acquisition of two East Tennessee & Western North Carolina 2-8-0 steamers and their renovation for fantrips. Recently, SR donated 8 cars to Tennessee Valley Railroad Museum, including 6 coaches, a baggage car, and RPO No. 39. TVRM has refurbished SR No. 4501, which is expected to be used for Southern fantrips in the near future.

Those interested in TVRM projects to set up railroad exhibits and operation may get membership information from the Museum at P.O. Box 44, Chattanooga, Tenn. 37401. A sound record of the steam whistle of SR Pacific No. 1401, now on display at the Smithsonian Institution in Washington, is available from Smoke & Cinders Service Dept., 1006 Hibbler Circle, Chattanooga, Tenn. 37412. The whistle was mounted on No. 4501 for a 1966 excursion. The second side of the record features sounds of a UP "Big Boy," a Pennsy K-4s, and a New York Central Hudson, all recorded years ago. Price of record, $1.50 postpaid.

All mainline British steam locomotion has been discontinued (officially as of last Aug. 11th). British Railways management has no ear for those who wish to see some steamers preserved for excursions. A few have been privately saved. BR is being criticized for having dieselised too quickly, sending even its newest steam locos to scrap long before their economic lives had run out. The regime reportedly claims that fantrips would discredit its "modern image" and

would be profitless. But British rail enthusiasts point out that their history is a source of pride, that railway boards in other European countries are saving steam engines for excursionists, and that such fantrips are usually sellouts and make money. We hope the memory of steam railway locomotion will not be allowed to die out in Great Britain, where, after all, it all began.

Wanamaker, Kempton & Southern steam tourist line in Pennsylvania has gone out of business. Insufficient revenue and lack of patronage due to the presence of several other steam lines in the state has led to abandonment. The final trip was on November 10th. The 2.89-mile road operated two steam locos on part of a former Reading RR. branch, between Wanamaker and Kempton.

Meanwhile, Valley Forge Scenic RR. of Phoenixville, Pa., began operation last May, using two miles of another former Reading branch and a 4-6-2 of Gulf, Mobile & Northern ancestry.

Former Brooklyn Eastern District Terminal 0-6-0T No. 13, built by Porter in 1920 and now owned by George M. Hart, Doylestown, Pa., has been lent to the Pennsylvania (state) Historical and Museum Commission for the new steam locomotive display adjacent to the Strasburg Rail Road at Strasburg, Pa., we learn from L.P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. 17603. Given minor repairs at Reading RR. car shops, No. 13 was the last steamer to leave Reading, Pa., which is now without any steam locos for the first time in 130 years.

Manitou & Pike's Peak has donated its 0-4-2T cog loco No. 4, a Vauclain compound (Baldwin, 1897) to Colorado Railroad Museum at Golden, while the Colorado & Southern (CB&Q subsidiary) has donated a baggage-mail car and a caboose to the museum.

"There are still four water tanks within 40 miles of track on the California Western," writes James C. Lloyd, 2324 E. Marilyn, Simi, Calif. 93065. "This is the route of the *Skunk* railbuses and the *Super Skunk* steam train. The tanks, now a rare sight in the U.S., are needed for this steam operation."

An answer to a query in our October issue regarding which two locomotives were used in the old film *Saratoga Trunk* comes from A. E. LaSalle of the American Railroad Equipment Assn., Inc., *Trains of Yesterday*, Box 455, Hilliard, Fla. 32046: "Both engines were fine models, probably live-steamers, and the wrecks were movie sets. Even the handsome coaches shown in the depot scenes were sets. Next time you see the picture, note that the cars were on arch-bar trucks, rather than Commonwealth passenger trucks as would have been the case with real equipment.

"The only 'modern' movie I know of in which fine period American railroad equipment was actually wrecked

Vulcan 0-4-0, 20 tons, 36-inch gage, built around 1890, restored, burning either wood or coal, and two 40-foot new cars seating 160 adults, will be sold for top bid. John Howard, Jr., found loco deserted in North Carolina brickyard in '65. Write A.J. Ryan, Box 332, Savannah, Ga. 31402, sending him bids.

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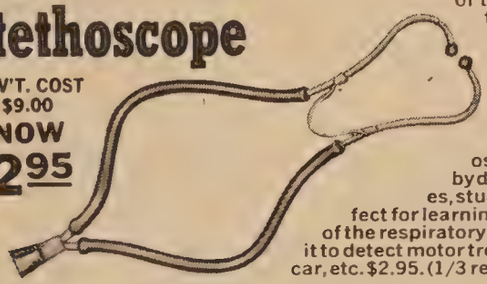

Ever try to buy one of these? Hard to find, and usually expensive, this brand new surplus U.S. Medical Corps stethoscope is used by doctors, nurses, students, is perfect for learning rudiments of the respiratory system. Use it to detect motor trouble in your car, etc. $2.95. (1/3 regular price.)

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for its production was the Cecil B. De Mille epic *Union Pacific* (1939). In that film Virginia & Truckee No. 11, the *Reno* (Baldwin, 1870), had a water tank pulled down upon her—which caused the engine to turn over on her left side, while running. However, the whole operation was carried out so carefully that No. 11 was returned later to the V&T intact and eventually sold to MGM, which owns her now.

"De Mille used four V&T classics in his *Union Pacific*: No. 22, *Inyo* (Baldwin, 1875); No. 21, *J. W. Bowker* (Baldwin, 1875) the *Dayton* (Central Pacific, 1872), and *Reno*. Today, the *Inyo* and *Dayton* are in the Paramount Pictures collection; so are most of V&T's fine original coaches and much freight equipment. All have appeared in many movies for their owners as well as on lease. *Inyo's* latest action is in the current TV series *Wild, Wild West*. The *Bowker* is now in the R&LHS collection.

"Two D&RGW 36-inch-gage 2-8-0's, which had been set aside for scrapping, were destroyed by a head-on collision in the movie *Denver & Rio Grande* in the 1950's; but the road has preserved several other 1880-period locomotives."

"Believe it or not," relates Al Franck, Box 71, Richmond Hill, N.Y. City 11418, "I saw a steam locomotive moving tank cars in the Pacific Great Eastern yards in North Vancouver, B.C., on September 28th. The sound of its two-tone whistle took me back forty years."

The rapidly changing times are brought out sharply by letters such as this. Those of us who recall the Steam Age had little idea that one day the sight of an active steam loco would come under the heading of "Believe it or not." After all, 40 years isn't really so long ago. ●

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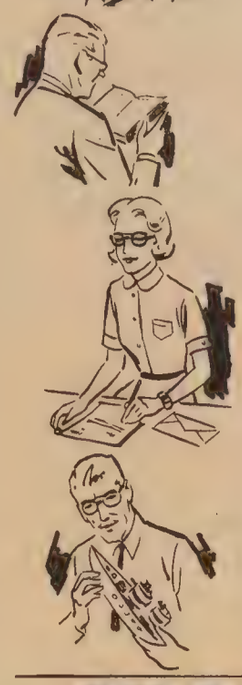

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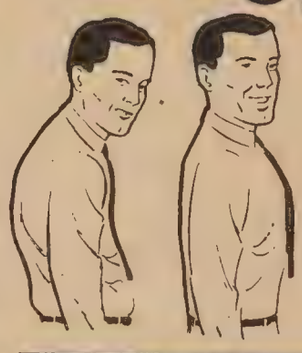

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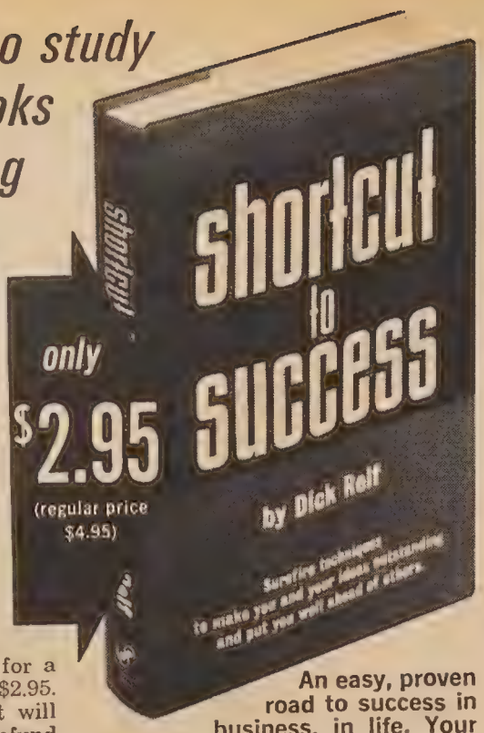

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on the straight section is only ½ of 1 percent, which is scarcely discernible to the naked eye.

The track would have continued straight for another 19.20 miles were it not for one slight curve. Many persons have wondered about that slight bend that prevented the tangent from being 98.06 miles long. Since there are neither lakes, large rivers, nor hills, and the controlling grade for the whole length is only 1 percent, or a rise or fall of one foot in every 100 feet, curves were unnecessary. There seems no logical explanation for the one mentioned, a curve so slight that the track deviates only about 11 feet from the original course in a bend 500 feet long.

This longest stretch of tangent in America was built in 1856 and opened part of the way on New Year's Day, 1857. It was completed on April 1, 1861, when the Civil War was getting under way. In 1900, it became part of the Seaboard Air Line Railroad, now merged with Atlantic Coast Line to form SCL. ●

Photograph by Ron Ziel

High Iron Co. excursion on former New York Central mainline crosses bridge over Hudson River approaching Albany, N.Y. (See also photos on page 17).

BOOKS OF THE RAILS

TRAIN WRECKS: *A Pictorial History of Accidents on the Main Line*, by Robert C. Reed, 183 pages, 8¼x10½", hard covers, illustrated, with bibliography; Superior Publishing Co., $12.95.

This gallery of horrors is dedicated to a long-bearded engineer with a broad-brimmed hat, William Henry Talbott, a great-grandfather of the author, "who lost his life in the line of duty (possibly in a train wreck) on Feb. 27, 1865, at Crestline, Ohio," while serving the Cleveland, Columbus & Cincinnati RR.

The numerous railfans who are fascinated by oldtime railroad disasters will find Reed's book eminently satisfying. Here, in addition to considerable text matter, well written and classified into chapters, is a carefully assembled collection of photographs and old prints of major accidents, many quite rare, some positively gruesome, clearly reproduced on thick coated paper sturdily bound with hard covers. We see corpses of victims strewn over the landscape and men and women being burned or crushed to death, drowned, or killed in ghastly boiler explosions. One long-gone artist stretched his imagination to the limit by showing a B&O coach tumbling "100 feet down a steep cliff," but the distance indicated in the picture itself seems to be nearly 1,000 feet!

Even with its morbid undertone, the book is a great historical record of an important phase of railroading—mostly oldtime passenger service—and as such it belongs in every railroad library.

TRANSPORTATION AND ECONOMICS, by Dudley F. Pegrum, 680 pages, hard covers, 6x9", illustrated with several maps and graphs, with index and suggestions for further reading; Richard D. Irwin, Inc., Homewood, Ill. 60430; $12.65.

This college textbook, carefully thought out and covering a wide scope, is recommended for serious students of railroad economics. It covers the whole field of transportation in America, devoting considerable space to rail transport, its techniques and rate-making, rail passenger service, labor legislation, urban transport, railroad regulation since World War I, and the like. Printed on good paper with easy-to-read type.

TROLLEYS DOWN THE MOHAWK VALLEY, by W.R. Gordon, 208 pages, 8½x11", soft covers, illustrated, published by the author at 811 Garson Ave., Rochester, N.Y. 14609; $4.75.

Compiled in conjunction with Robert D. Mowers, this is a scrapbook of words and pictures about the Schenectady Railways, the Ballston Terminal Railway, the Fonda, Johnstown & Gloversville, and connecting lines, all in eastern-central New York State. Many of the photos have not been published before, and therefore will be of interest. Others have been taken from books previously published by the author. The text is interesting, though the organization of both words and pictures leaves much to be desired. Photo layout and reproduction are generally poor, and captions, where provided, are woefully inadequate. Still, the large number of steam, trolley, and rolling-stock photos covers the subject rather well. ●

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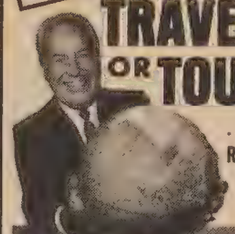

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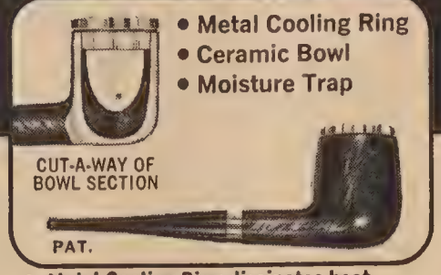

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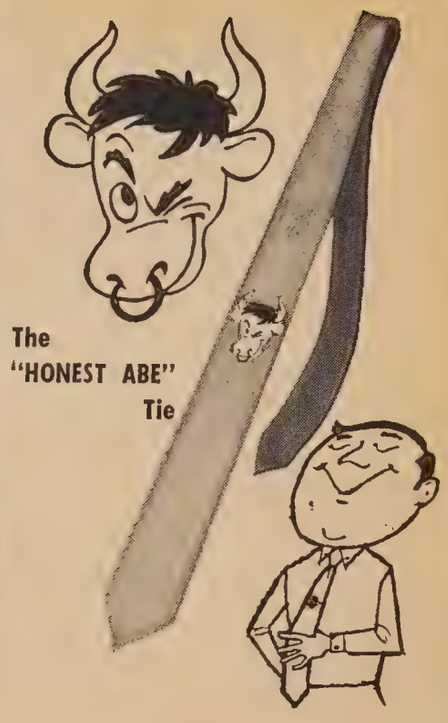

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J.G. BOGLE, 1749 Dyson Dr. N.E., Atlanta, Ga. 30307, will buy R&LHS Bulls. 1-4, 17, 39, 42, 54, 57.

HARRY BOUDREUX, 3215 Madonna Dr., Alexandria, La. 71301, will trade one 1899, 2 1925 tr. sheets for one brass sw. key.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys FEC railroadiana, RPO cancellations, dater dies. Trades B&ML, CNS&M tkts. Sells 8x10 FEC pix.

L.R. BRAUTIGAN, 5730 Nahant Ave., Cincinnati, Ohio 45224, wants photo of Indiana Union Traction car 314.

CAL BROOKS, R.D. 1, Cogan Station, Pa. 17728, will trade Railroad Magazine, Feb., Mar., Apr., 1952, Apr. 1955, for any 1954 issue but Jan. (All in good cond.)

W. BROSCHART, 102 Ogden Ave., Jersey City, N.J. 07307, sells pix, negs. of rr., ship, ferry, trolley, plane, bus subjects; also rr. books. Many items from 1930's, '40's, '50's. Also some European. (SSE)

STEVE BROWN, 2405 Emily Dr., Fort Worth, Tex. 76112, buys railroadiana, esp. T&P; pix, &c. from other roads.

GERRY BURRIDGE, 65 Cremazie W., Quebec 6, P.Q., Canada, sells pix of steam, elec., diesel; list, 25¢. Wants old annual passes, colour postcards, Quebec Ry. pix.

RAY CANZONE, 5258 Longton Rd., Lyndhurst, Ohio 44124, buys Loco. Cyclopedia, bells, whistles, bldrs. plates, steam pix. Wants PRR keystone.

EUGENE CATANZARO, 812 Carter Lane, Paramus, N.J. 07652, buys steam loco bldrs. plates, classifn. lamps, rr. lanterns.

ED CONKLIN, 5 King Aurthor's Ct., St. James, N.Y. 11780 sells owners plates, rulebks., emp. tts., railroadiana. (SSE)

LOU COTNOIR, 9 Buttercup Lane, Medway, Mass. 02053, sells interior caboose oil lamps.

BILL CRAWFORD, 576 Dixmyth Ave., Cincinnati, O. 45220, buys. trades RPO cancellations, color slides of working RPO's.

JACK DAVIES, 11 Aye Bridges Ave., Egham, Surrey, England, wants detailed plans of fire pump on boiler of old V&T loco "J.W. Bowker" for modelling purposes.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells railroadiana of UP, D&RGW, WP, CNR, CPR, LI, D&H, NH, Erie. (Large SSE)

VINCENT De SANTIS, 196 Carbon St., Paterson, N.J. 07522, sell NYS&W and EL station pix. (SSE)

CHAPLAIN A.L. DOMINY, Marine Corps Base, 29 Palms, Calif. 92278, trades flatware, badges, keys, lanterns, pix for rr. teaspoons.

DAVE DORRANCE, 3574 Parker Hill Rd., Santa Rosa, Calif. 95404, buys, borrows tts., anecdotes, maps, pix, of N.M. & Ariz., SP Rio Grande Div.

F. DUBOIS, Box 485, Richmond, P.Q., Canada, will trade 100 train orders for back issues of Railroad Magazine, Trains Magazine. Sample, 25¢.

MIKE EAGLESON, 286 Washington St., Glen Ridge, N.J. 07028, sells fine 4x5" negs. of North Amer., European steam locos, reasonably. (SSE)

LARRY EASTWOOD, 2560 Fetters Mill Dr., Bryn Athyn, Pa. 19009, sells 8x10 pix EL, CNJ, RDG, LV, etc. List, 10¢.

CARL FELTON, 6629 E. Michigan St., Indianapolis, Ind. 46219, will buy 1928 NYC calendar picture, also pix of UP "American"-series Pullmans.

J.W. FRASER, 661 Glen Rd., Danville, Calif. 94526, trades Calif. Wstn., NWP tr. orders with clearances.

JAMES FRED, R.R. 1, Cutler, Ind. 46920, trades Hemmingray glass insulators for 35mm. Kodachromes of locos, trolleys. (SSE)

PAUL GAINES, Glencoe, Minn. 55336, wants old large 3-section framed photo by Sweet of Milw. Rd.'s Minneapolis depot.

TED GAY, 6 Northview Dr., Morris Plains, N.J. 07950, sells wide variety of p.c.-size steam pix. No lists, state wants. (SSE)

PETER GOETZ, 111 Riverview Pkwy. S., Rome, N.Y., sells tts.; wants tts. and other railroadiana of northern NY State. Wants anything on 20th Century Ltd.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells cloth headrest covers with rr. emblems woven in: PRR, ACL, Seaboard; $2 each.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells p.c.-size color pix PTC, PST, Boston, PSCT, TTC, SHRT, TARS, Pittsbg., LA, SF Muni., SIRT, &c. List free; specify subjects.

TOM GRAY, 956 Madrid St., San Francisco, Calif. 94112, sells 616-size negs. of SP, shortlines, industrials, steam, elec., diesel; also ships, ferries. (SSE)

HUGH GUILLAUME, 1629 W. 13 St., Wichita, Kan. 67203, wants lanterns, keys, tts., photos, rosters, any memorabilia on old NY & Pa. RR.

DICK HANSCHKA, 81 Kenwood Circle, Bloomfield, Ct. 06002, sells pix BC&G, Elk River (SSE)

W.O. HARPP, 845 Jackson St., Gary, Ind., buys rule bks., sw. keys, emp. tts.

R.I. HARRIS, Box 741, Saginaw, Tex. 76079, wants pix, 35mm. slides of SSW FP7 No. 306. PRR-UP GP7's 100-129, WP FT's, CMStP&P 2-6-6-2 with Coffin feedwater heaters.

LEE HASTMAN, 140 Stratford, Pittsburgh, Pa. 15206, sells 2¼x3¼" Pittsbg. area diesel negs. on approval.

JIM HICKEY, 3306 Greenlawn, Austin, Tex. 78757, trades slides. negs. for WP, SP, UP, NP, GN, other wstn. rrs.

TOM HOBACK, 3116 16 St., San Francisco, Calif. 94103, buys pix, negs. of TP&W steam, esp. 4-8-4's.

BOB JOHNSON, 345 Elm Park Ave., Elmhurst, Ill. 60126, buys, trades for GTW 6300, 6400 series number plates, any GTW bells, hardware.

PETER JOHNSON, 2635 Girard Ave. North, Minneapolis, Minn. 55441, buys C&NW, DM&IR steam negs., whistles, markers, bells, emp. tts.

DICK JONES, 38 Mackinnon Ave., Padstow, N.S.W. 2211, Australia, buys color, b&w trolley slides.

WAYNE KERSLAKE, 1615 Cedar La., Sioux Falls, S.D. 57103, buys, trades all old railroadiana; esp. wants sw. keys, SD Central items. (SSE)

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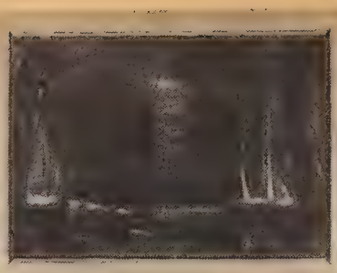

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Blue Horses *Franz Marc*
Dempsey and Firpo *George Bellows*
Plum Blossoms *Henri Matisse*
Profile D'Ume Femme *Henri De Toulouse-Lautrec*
Bouquet De Fleurs *Pierre Bonnard*
After the Bath *Mary Cassatt*
Rough Sea At Etretat *Claude Monet*
Vase of Flowers *Odilon Redon*
Girl With Watering Can *Pierre Auguste Renoir*
Environs of Paris *Henri Rousseau*
The Fifer *Edouard Manet*
Dancer On Stage *Edgar Degas*
The Kitchen Table *Paul Cezanne*
Return of the War Canoes *William Robinson Leigh*
The Oyster Gatherers of Cancale *John Singer Sargent*
Snap the Whip *Winslow Homer*
Portrait of the Artist's Mother *James Abbott McNeill Whistler*
L'Inondation A Port-Marly *Alfred Sisley*
Tiger *Kawanabe Kyosai*
The Coming Storm *George Inness*
The Cliff At Etretat After The Storm *Gustave Courbet*
Home to Thanksgiving *Currier & Ives*
Rodin Sur Les Barricades *Honore Daumier*

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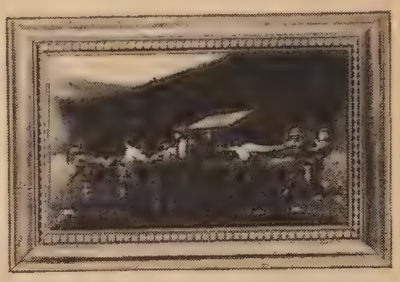

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AMG-2-69

I.W. KING, 203 Holliswood Rd., Louisville, Ky., sells emp. tts. from abnd. Tenn. Central. (SSE)

JOHN KING, 305 Robins Way, Chadds Ford, Pa. 19317, sells PRR K4s steam whistle assembly drawings, details, full size; set, $5.

DAN KIRCHNER, 7740 Littlefield, Dearborn, Mich. 48126, wants pix Patapsco & Back Rivers No. 41, EJ&E 700-series 2-8-2's, rr. matchbooks, tts. lanterns. Sells HO trns., back iss. MR, RMC. (SSE)

SKIP KITCHEN, 20421 Lake Rd., Rocky River, Ohio 44116, wants lanterns & globes, sw. keys & locks, tts., emp. tts. (SSE)

JOHN KOEHLER, 108 Hudsondale St., Weatherly, Pa. 18255, buys steam pix LV 303, 309, 315, 321, 324, 325, 328.

BASIL KOOB, Box 279, Fort Dodge, Iowa 50501, sells negs., slides, 16mm. movies Black Hills Central, C&NW, CB&Q, IC, NP, FDDM&S, WCF&N, CCW, Iowa Term. No list.

CARL LARSON, 24 Forest Ave., Caldwell, N.J. 07006, will sell '28, '46 Car Bldrs. Cyclopedia, '49-'57 Lionel, A.F. catalogs, rr. bks., engr. bks. (SSE)

OWEN LEANDER, 127 Wildwood Rd., Elk Grove Village, Ill. 60007, sells 35mm. Kodachromes, 120- & 122-size b&w pix, Kodacolor negs. of diesels, pass. cars, cabooses, work eqpt. (SSE)

DON LEONARD, Iowa Wesleyan College, Mount Pleasant, Iowa 52641, sells tts. '30's-'50's. (SSE)

GUY LOCKARD, 5442 Kissell Ave., Altoona, Pa. 16601, sells K4s sterling silver tie bars and charms.

ROBT. LOCKE, 605 W. Mission St., Santa Barbara, Calif. 93101, will sell Railroad Magazines, Mar. 1933 to Feb. 1943, and Sept. 1943 to date. Make offer.

MICHAEL MALMUD, 1800 Naismith Dr., Lawrence, Kan. 66044, sells tts., Off. Guides, diner menus, misc. (SSE)

RALPH MARSON, 8070 Busch, Centerline, Mich. 48015, will buy Seyfried's "Third Ave. Ry. System."

TERRY McCONNELL, 22 W. 654 Butterfield Rd., Glen Ellyn, Ill. 60137, buys pix U&T eqpt.

W.A. MERCK (Commercial Agent, Cotton Belt Lines), 326 Gazette Bldg., Little Rock, Ark., 72203, wants Cotton Belt tt. for 1930 or '31.

M.E. MEYER, 552 Saunders Ave., Akron, Ohio 44319, will give one emp. tt. free as long as supply lasts to anyone sending 6¢ stamp (no envelope).

ALDEN MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys back issues Railroad Magazine.

RALPH MILLER, 742 W. St. Paul Ave., Waukesha, Wis. 53186, forming "Trolley Tracers" service for juicefans. (SSE)

JOE MORRIS, 4715 Harmon Ave., Austin, Tex. 78751, buys pix T&NO steam between Austin, Tex. and Llano, Tex.

S.M. MUMLEY, Box 63, Alburg, Vt. 05440, wants photo of StJ&LC No. 56, a 44-ton GE switcher; also any info. on it.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa., 19143, buys, trades elec., steam, diesel bldrs. plates.

DAN OGLE, 4481 Champlain Way. San Diego, Calif., wants glass globe cover for Adlake 1921-23 lantern; also wants old rulebks. of AT&SF, WP, shortlines.

H.B. OLSEN, 921 Essex Ave., Linden, N.J. 07036, sells pix, negs. wstn. steam, elec. from Stuart Giebmain's collection.

R. PAIGE, 715 Meridian St. Ext., Groton, Ct. 06340, wants slides of pass. cars, trains in Australia, and cabooses.

JIM PEARSALL, Box 32, Zarephath, N.J. 08890, will sell LIRR H10 whistle.

LOUIS POLIŃIAK, 1017 N. Washington St., Shamokin, Pa. 17872, wants photos of Harry E. and Northwest coal-breakers on LVRR.

HARRY PORTER, 1042 Bardstown Rd., Louisville, Ky. 40204, wants photos, info. on trolleybus experiments prior to 1910 by Eastern Trackless Trolley Co.

JIM PROKES, 7343 S. Talman, Chicago, Ill. 60629, buys steam, trolley tts.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, wants rr. pencils, playing-cards. diner china & silver, sw. keys, rulebks., buttons, badges. Prefers trades.

FRANK T. REILLY, 306 Front St., Dunellen, N.J. 08812, buys, trades CRRNJ railroadiana, slides. Wants to hear from others interested in CNJ.

TONY REZNAK, Jr., 120 Edison St., Wilkes Barre, Pa. 18702, buys pre '50 pix D&H Carbondale roundhouse. (SSE)

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys rr. lanterns, globes with rr. markings, bells, headlights, whistles. locks, keys.

L.B. ROBERTS, 120 King Rd., Elma, N.Y. 14059, sells, trades '67 PRR, NYC emp. tts., sw. keys.

HARRY SAWYER. 610 Empire Blvd., Rochester, N.Y. 14609, sells lanterns. tts., emp. tts., sw. keys, locks, passes, tkts., photos of steam locos, other items. (SSE)

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells p.c.-size pix CNR stations, etc. List 10¢; sample 25¢.

SCOTT SCHIECHL, 13518 E. Franklin, Whittier, Calif. 90602, buys railroadiana of SP (Calif. lines), NWP, P&SR. No photos.

PAUL SCHUETT, 14472 Davis Rd., Lodi, Calif. 95241, trades p.c.-size SP action pix for those of other rrs. Trades emp. tts. rulebks. No list.

PHIL SHADID, 501 E. Oak, Springfield, Ill. 62703, sells Railroad Magazine, Trains, '50's, '60's. (SSE)

KENNETH SHATTOCK, ETR2, USS Ozbourn, (DD-846), F.P.O. San Francisco, Calif. 96601, buys sw. keys, wants info. on Spokane Internat'l. RR.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells set of 5 35mm. slides of D&H Alco PA's, $1 ppd.

BRUCE SMITH, 8245 Hillside Rd., Alta Loma, Calif. 91701, buys pix, color pix Camelbacks, Third Ave. El cars.

HARTLAND SMITH, Box 452, Birmingham, Mich. 48012, buys used Blackhawk and similar commercial rr. movies.

JOE SMITH, 304 Picker, Wood River, Ill. 62095, sells back issues Western RRer., Shortline RRer., Railroad Magazine, R&LHS Bulls. 104-107. (SSE)

Mrs. STANLEY SNOOK, 4368 S. Leonard, Del Rey, Calif. 93616, sells rr. items, incl. signal lamp, headlights, semaphore arm, couplers, brake-handles, &c. (SSE)

D.A. SOMERVILLE, 4018 Brunswick Ave., Drexel Hill, Pa. 19026, trades photos of many roads. mostly steam, old & recent, 5x7", 4x5", p.c.-size.

BOB STAUFFER, Box 74, Elizabethtown College, Elizabethtown, Pa. 17022, will buy John Hungerford's book, "Hawaiian Rys."

TOM SWENSON, 1337 Kellogg Ave., Janesville, Wis. 53545, sells tts. Specify rrs.

BILL THOMASSON, Box 2248, Anchorage, Alaska 99501, sells '69 Alaska RR calendars, $2.

DICK THOMPSON, 417 E. Byrd., Universal City, Tex. 78148, buys sw. keys, emp. tts., rulebks., stock & bond certifs., other railroadiana.

E.L. TOMBERLIN, 68 Oakes Blvd., San Leandro, Calif. 94577, buys, trades motorbus tts.

JOE TOTH, Box 320, Irving, Tex. 75060, will buy back issues European Railways. Sells ABC's of British Locos.

DICK VARTABEDIAN, 16575 Whitcomb, Detroit, Mich. 48235, trades Detroit, Toledo, Chicago area 35 mm. diesel color slides for those of the South, West, Northwest.

GEO. VESELY, 9132 W. Sycamore Dr., Hickory Hills, Ill. 60457, sells Kodachrome dupl. slides: steam, diesel, elec. from U.S., Canada. Mexico, Argentina, England, Australia. List, sample 25¢. (SSE)

Rev. RICHARD VIEKMAN, 15 Delaware Pl., Millinocket, Me. 02915, sells rare glass, ceramic telegraph insulators. (SSE)

W.K. VIEKMAN, 10 Mountain Pl., Upper Montclair, N.J. 07043, wants old shaving-mugs showing names of rr. or trolley employees, for museum.

W.D. VOLKMER, 401 Cambridge Rd., Erie, Pa. 16511, will sell 1940 Car Builders' Cyclopaedia to highest bidder.

BILL WHITE, 7225 Maple Ave., Overland Park, Kan. 66204, buys SLSF, MKT Texas Special travel folders, menus, tts., etc.

JOHN WILLIAMS, 1119 Lincoln Blvd., Santa Monica, Calif. 90403, wants diagrams, blueprints, erection drwngs., dimensions, of B&M 2-10-2, 2-8-0, 4-6-2 (except 3710-19); wants photos of B&M 4-6-2's 3680-89, 3700-09, and pass. cars.

GLENN WILLMAN, 1016 Ave. C. West, Bismarck, N.D. 58501, buys rr. playing-card decks.

ROBT. WILSON, 12782 St. James Dr., Mantua, Ohio 44255, trades, sells emp. tts., train orders, books, tts., &c. (SSE)

DON WINTER, 2543 McGlynn Dr., Decatur, Ga. 30032, trades color slides of U.S. mainline rrs.

FRED WITTICH, 7202 Juniper Valley Rd., Flushing, N.Y. 11379, will sell EMD E7 loco operating-manual.

CHAS. WROBLESKI, Box 663, Scranton, Pa. 18501, wants negs. of Scranton Transit Co. trolleys. ●

Model Trading Post

ROGER ARCARA, 2421 Webb Ave., Bronx, N.Y. 10468, sells b&w reprint of winner train insert folder for 1932 Lionel Catalog, 50¢ ppd.

HAL FRYE, 525 Arlington Pl.. Chicago, Ill. 60614, sells O gage scale eqpt. or trades for ¾" or 1" scale live steam.

RONALD LEITCH, 18707 Ferncliffe Ave., Cleveland, Ohio 44135, will trade Amex photo enlarger, trays, dryer, for Lionel O-ga. eqpt. Sells 20" O-ga. streamline pass. cars, $7 each.

JOE MICHALAK, 3308 Catalpa Ct., Rockford, Ill. 61108, sells Lionel, A.F., Marx, and HO eqpt. (SSE)

ALDEN MILLER, 3212 34th Ave. South, Minneapolis, Minn. 55406, wants movies of model train layouts, toy train collns. Describe, give price.

ERIC PORCH, 251 Richland Ave., Mansfield, Ohio 44903, sells circus, rr. models. Lionel trucks, rr. tts. (SSE)

R.F. RADWAY, 24495 Ray Ave., Detroit, Mich. 48223, sells 8-page booklet, "Ideas and Standards for HO Trolley Layouts". 75¢.

Mrs. STANLEY SNOOK, 4368 S. Leonard, Del Rey, Calif. 93616, sells O-ga. scale train. trolley eqpt., parts. (SSE)

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel No. 636 streamliner, 116 station, 438 signal tower, 439 panel board, 6027 "Alaska" caboose. State cond., prices.

ROBT, WALLICH, 628 High St., Harpers Ferry, W. Va. 25425, wants European toy trains, O-ga. or larger; also live steam or gasolene-engine outdoor models. ●

Pen Pals Wanted

Johnny Ryan (35), 15 Emerson St., East Weymouth, Mass. 02189, wants to correspond with women.

W. Bernard Randolph (30), Box 8224, Norfolk, Va. 23503, wants to compare notes with other O-gage hi-rail modellers.

Elna Faye Potter (22), 805 Tennessee Ave., Palestine, Tex. 75801.

Adeline Olsen (38), Box 23, Hanley Falls, Minn. 56245.

Alvin Ratke (40), 421 S. Clement Ave., Milwaukee, Wis. 53207.

Norma Jean Crossman (22), Box 20, Evans Mills, N.Y. 13637.

Tom Mann (29), 1805 Elmdale Ct., Milwaukee, Wis. 52311.

Ellis Acker, 615 W. 40 St., Anniston, Alabama 36201, wants to correspond with those interested in Southern Ry. steam.

Paul Willis, Woodcrest, Rifton, N.Y. 12471, wants to hear from those interested in trolley models and museums.

John Turner (20), USS Luce (DLG 7), F.P.O. New York, N.Y.

G.L. Bowen, 6410 Walther Ave., B3, Baltimore, Md., wants to locate father-in-law, Robt. Lee Gilmore, last known in Fla. in 1953, and latter's father, C.H. Gilmore, B&O engineer, last known in Fla. in 1967.

George R. Campbell (57), Box 251, Hartshorne, Okla.

Linda Gallesgos (14), 116 East Mesa, Gallup, N.M.

Maria Betty Gonzalez (19), 173 O-T-Padilla St., Cebu City, Philippines.

Linda Kiser (15), 520 S. 10th St., Arkadelphia, Ark. 71923.

Effie Jones (57), Rte. 3, Box 19e, Elk View, W. Va. 25071.

Shahid Ahmed (19), 12 Parade Road, Rawalpindi Cantt, West Pakistan.

John F. Brown, Rt. 6 (Spud Run Road), Chillicothe, Ohio 45601.

Walt Kelly, Box 15045, St. Louis, Mo. 63110.

Alberta L. Jordan (66), 2775 W. Okeechobee Rd., Hialeah, Fla. 33010.

Belinda Sebert (17), 5217 36th West Avenue South, Tulsa, Okla. 74107.

Jack Speer, 3447 W. Gill Pl., Denver, Colo. 80219.

Anna Rush (15), R.R. 2, Box 329, Indian Prairie Rd., White Pigeon, Mich. 49099.

John H. Combs, Box 1864, Atlanta, Ga. 30301.

Paula Chrzanowski (15), and sister, Marian (14), 4604 Military, Detroit, Mich. 48210.

Linda Faye Benton (16), 3205 Scott St., Portsmouth, Va., 23707.

Mrs. Faye Mitchell, 1109 Pl. South, Birmingham, Ala. 35205.

Pfc. Larry Werner, HHC 2nd Btn., 35th Inf. 3rd Bde, 3rd Task Force, 4th Div. APO San Francisco 96355.

Sp/4 Jimmy L. Lang, RA 54668414, HHC, 2nd Bn, 36th Inf., 4th Inf. Div., 3rd Bde, APO San Francisco 96355.

Mary Rasmussen (22), 1352 S. 59th, West Allis, Wis. 53214. ●

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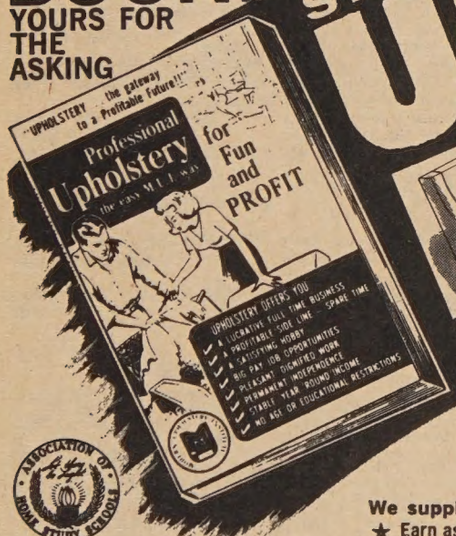
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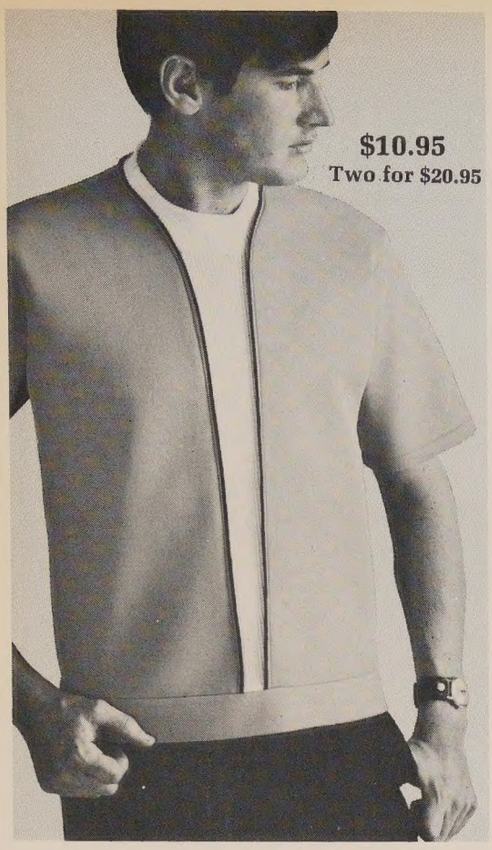

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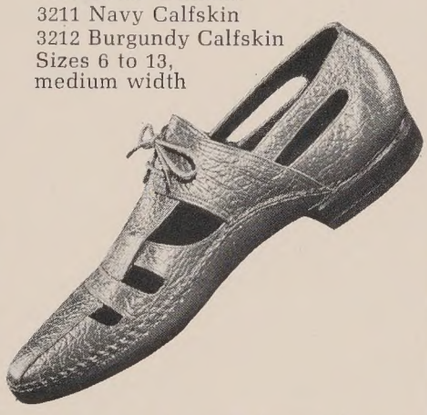

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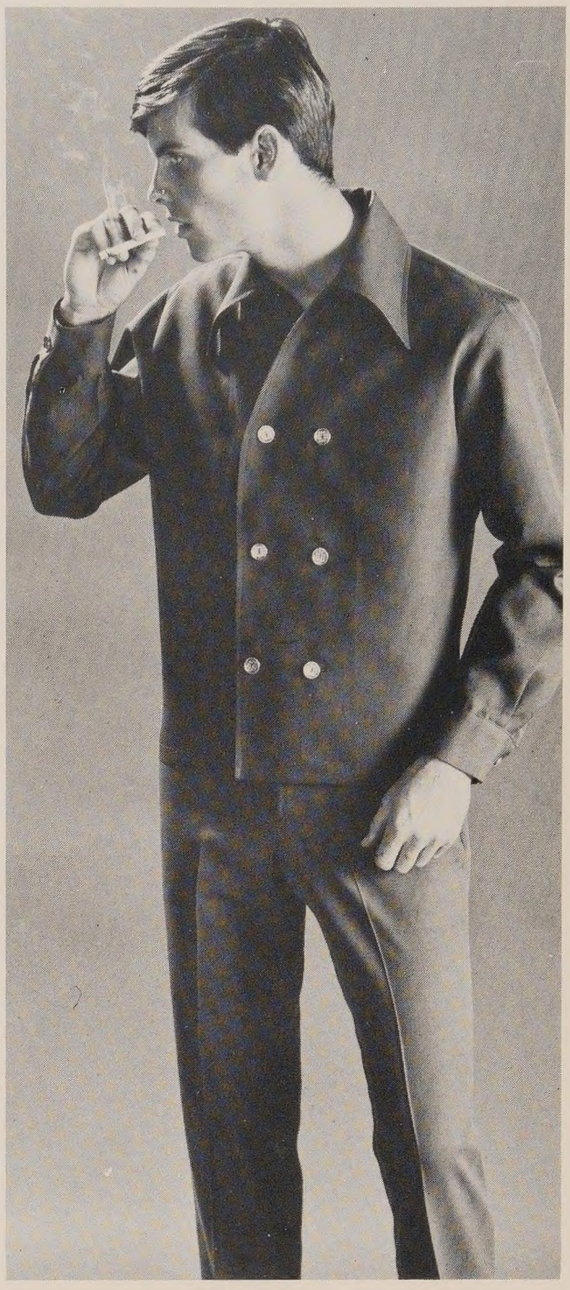

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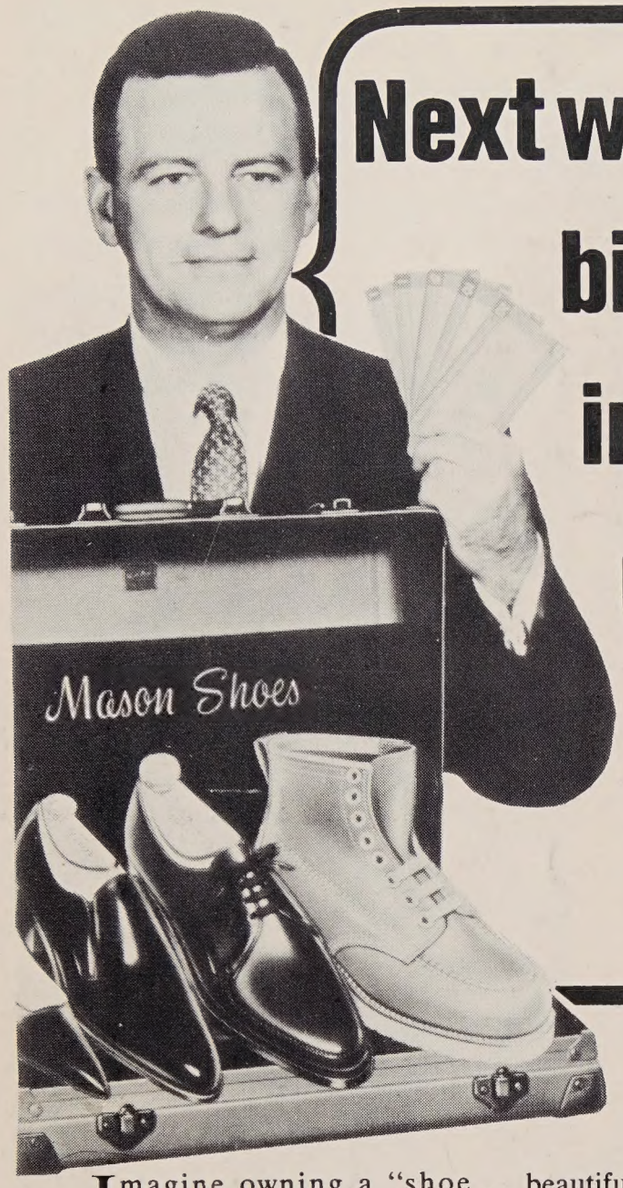

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